



# UNIFIED PLANNING WORK PROGRAM EXECUTIVE SUMMARY

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FISCAL YEAR (FY) 2024

effective July 1, 2023, to June 30, 2024

POLICY BOARD APPROVED March 27, 2023

AMENDED July 24, 2023



**South Jersey  
Transportation  
Planning Organization**

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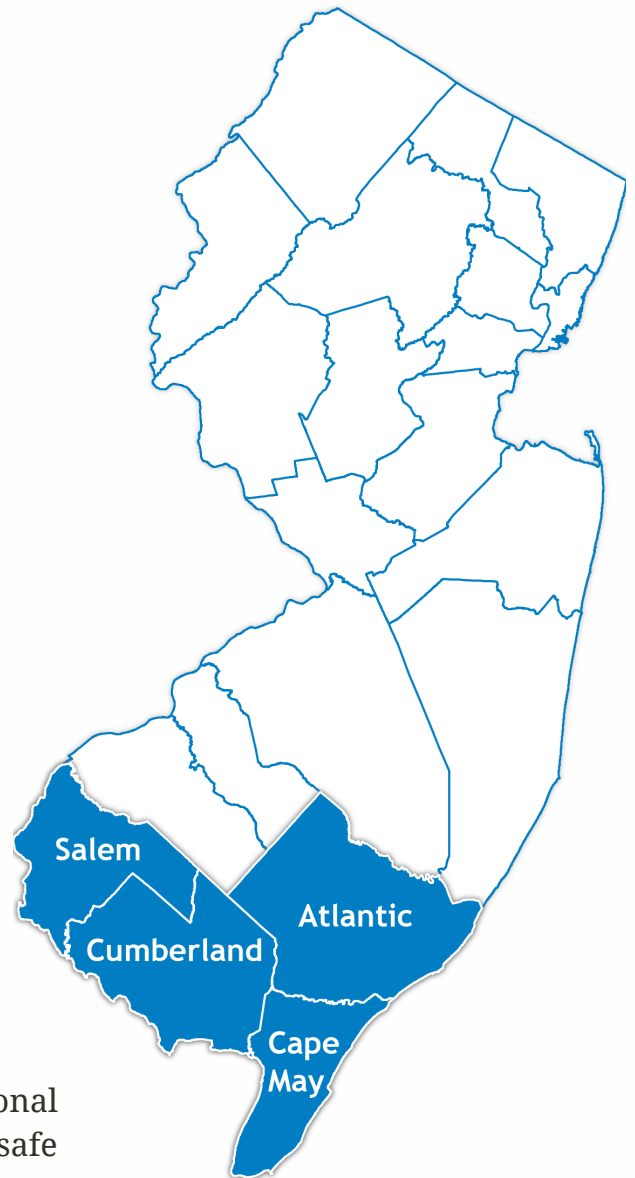
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# South Jersey Transportation Planning Organization

WWW.SJTPO.ORG

SJTPO is the federally recognized Metropolitan Planning Organization (MPO) for the southern New Jersey region, serving Atlantic, Cape May, Cumberland, and Salem Counties. Under federal law, the formation of an MPO is required for any urbanized area (UZA) with a population greater than 50,000, permitting the MPO to carry out transportation planning and decision-making for the UZA(s). Formed in 1993, SJTPO replaced three smaller existing MPOs and incorporated areas not previously served. The formation provided a stronger regional approach to solving transportation problems and brought new opportunities to southern New Jersey. SJTPO is vital to the region, as the MPO serves as a technical resource, provides access to funding, and works to provide a regional approach to address transportation planning and engineering issues.



## **Four counties, one mission:**

to create a transportation system, based on regional collaboration that moves people and goods in a safe and efficient manner, inclusive of all modes and users.

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# 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 is vital to the region, as the MPO serves as a technical resource, maintains the eligibility of member agencies for federal transportation funds, provides a forum for cooperative decision-making, and coordinates planning activities of participating agencies to provide a regional approach to addressing transportation planning and engineering issues.

## SJTPO Structure

The governing body of the SJTPO is the Policy Board. It consists of eleven voting members; one elected official from each county government, one municipal elected official from each county, specifically including the Mayors of Atlantic City and Vineland, and one representative each from the New Jersey Department of Transportation (NJDOT), New Jersey Transit Corporation (NJ TRANSIT), and the South Jersey Transportation Authority (SJTA). The Policy Board is informed by recommendations of the Technical Advisory Committee (TAC), a committee of planning and engineering experts in the region.

The TAC is a thirteen-member committee comprised of each Policy Board member's staff and representatives of the New Jersey Turnpike Authority (NJTA) and the Delaware River and Bay Authority (DRBA). The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), South Jersey Economic Development District (SJEDD), and the Cross County Connection Transportation Management Association (CCCTMA) each have one non-voting representative on the TAC.

The Community Outreach and Engagement Committee (COEC) enhances the scope of SJTPO's public outreach and ensures that decision-making processes are based on diverse, inclusive, and equity-based information and viewpoints. Members, to the greatest extent possible, reflect the racial, ethnic, cultural, gender, age, geographic, ability, and economic diversity of the four-county region. Members come together at various times throughout the year to discuss important transportation-related issues and share information through their networks.

As of the date of the originally approved document, SJTPO central staff comprises eight full-time and two part-time positions under Safety Education & Outreach. With the recent hire of two additional part-time staff and one new full-time Assistant Planner the SJTPO staff now comprises of nine full-time and four part-time employees. With two additional vacancies within the Safety



Initiatives & Public Outreach and Capital Programming & Project Development planning area, the SJTPO staff will ultimately expand to 11 full-time and four part-time positions.

## Purpose of the Unified Planning Work Program

The FY 2024 UPWP describes all transportation and planning-related activities to be conducted by central staff, subregions, and member agencies during the state FY (July 1, 2023, through June 30, 2024). The tasks and activities within the UPWP are intended to advance the region's priorities, as reflected in SJTPO's federally required long-range regional transportation plan, *RTP 2050*.

Each year, SJTPO is required to 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, identifying funding to support planning efforts that SJTPO will undergo. The UPWP describes the planning activities to be performed with funds provided to SJTPO by FHWA and FTA.

## Unified Planning Work Program Development

Although the UPWP is effective July 1 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 and brought to regional partners for consideration and advancement.

The UPWP document is prepared and submitted to NJDOT in early December, with NJDOT, FHWA, and FTA providing comments. During this same period, the UPWP is released for a minimum 30-day public comment period. The UPWP is available on the SJTPO website, with hard copies made available for in-library viewing at participating regional libraries. The public can provide comments via a comment form located at the bottom of the UPWP webpage, email ([upwp@sjtpo.org](mailto:upwp@sjtpo.org)), fax, or through a direct message to SJTPO's Facebook and Twitter accounts.

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

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 are incorporated into a UPWP Activities Tracker on the SJTPO website ([www.sjtpo.org/UPWP](http://www.sjtpo.org/UPWP)) to provide full transparency.

## The Transportation Planning Environment

The current federal transportation bill, [Infrastructure Investment and Jobs Act](#) (IIJA), was signed into law on November 15, 2021. The legislation, also known as the “Bipartisan Infrastructure Law” (BIL), is the first long-term surface transportation act since the Fixing America’s Surface Transportation (FAST) Act 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 essential implementation tool to achieve the goals outlined in *RTP 2050*, which additionally helps to provide structure and guidance to SJTPO’s Activities and Products.

## Regionwide FY 2024 Planning Priorities

In combination with the top priorities identified by the public, SJTPO must also consider priority areas established by NJDOT, FHWA, and FTA.

### FHWA Priority Emphasis Areas

FHWA requested continued efforts with MAP-21 and FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunity.

SJTPO will continue collecting cooperative data and developing and monitoring required performance measures and targets. Together with federal, state, and MPO partners, SJTPO will ensure continuing, comprehensive, and collaborative intermodal transportation planning, including coordination with Federal Land Management Agencies.

### NJDOT Priority Emphasis Areas

SJTPO’s FY 2024 UPWP incorporates priorities identified by NJDOT in its October 17, 2022, letter. Broad priority areas include interagency coordination related to legislated surface transportation requirements and long-range planning activities, resiliency of the transportation infrastructure, congestion relief, freight planning, emerging technologies, safety planning, bicycle and pedestrian planning, improved traffic operations through Intelligent Transportation Systems (ITS), coordination with local public agencies related to the delivery of local projects, 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 added several new planning priority activities for FY 2024 under interagency coordination, freight planning, safety planning, and ITS. Working with NJDOT and local public agencies, SJTPO will look for projects that can utilize new funding through the IIJA to minimize climate risks. Under freight planning, through SJTPO's work developing its regional freight plan, staff will look to advance rail freight projects.

Under Safety Planning, NJDOT referenced the advancement of systemic and systematic projects and the development of projects following Road Safety Audits conducted along county and local roads.

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

## **Performance-Based Planning**

State Departments of Transportation and MPOs must establish quantifiable targets for several performance measures to help maintain accountability and ensure that federal funds are spent wisely and achieve the maximum benefit to the transportation network.

SJTPO works with regional partners to set targets, develop written procedures, and integrate performance-based planning into regional planning efforts to leverage resources across MPO and state boundaries.

## **Regional Transportation Plan**

*RTP 2050* was adopted in January 2021, and is the current long-range regional transportation plan for South Jersey. The next RTP is scheduled for adoption in January 2025. The RTP will incorporate the results of the 2020 census figures and utilize the proposed funding included in the bipartisan federal surface transportation plan. The RTP will assess the impacts of the COVID-19 pandemic on the region's demographics, traffic patterns, and the economy. This UPWP will include the work and completion of preliminary products needed for the next cycle update.

## **Traffic Safety Planning**

As part of SJTPO's commitment to reducing and eliminating roadway deaths and ensuring that all roadway users get home safely, SJTPO will continue its dual focus on infrastructure improvements and education programs aimed at changing roadway user behavior. SJTPO's Education and Outreach Program will continue the safety programs/presentations. These

programs focus on teen driver safety, occupant protection, mature drivers, pedestrian/bicycle safety, defensive driving training, and other professional development.

On the infrastructure side of safety, SJTPO will promote proven safety countermeasures and generate more and better safety projects for advancement. Building off the Countywide Local Road Safety Plans, SJTPO will explore and pilot innovative ways to make the data-driven Local Safety Program more accessible and responsive to local jurisdictions. SJTPO also aims to incorporate safety improvements into its local lead projects to significantly reduce fatal and severe injury crashes in New Jersey.

## **Economic Development & Tourism**

Continuing from previous work programs, SJTPO will build off the freight work conducted at the state level and recent consultant support associated with data collection and analysis. With consultant support, in coordination with the Freight Advisory Committee and other regional partners, SJTPO will have its own Regional Freight Plan that will consider the local roadway network, rail, bridges, ports, airports, intermodal facilities, and truck parking.

## **Public Engagement & Communication**

Guided by federal mandates, SJTPO aims to achieve a transparent and inclusive transportation planning process that places public engagement at the forefront. Tasks associated with the Public Engagement & Communications emphasis area include informing the public via the SJTPO website, social media platforms, digital newsletters, and print media and further enhancing committees and lists of stakeholders.

## **Technical Program Management**

This year, in the FY 2024 Technical Program, SJTPO has approximately \$550,000 for four technical studies. This funding does not include the additional resources utilized from the federal Highway Safety Improvement Program (HSIP) funds that are used to supplement the planning resources. Through SJTPO's Technical Program, meaningful work is advanced, which ultimately helps the region grow more robust and improve the transportation system to move people and goods safely and efficiently.

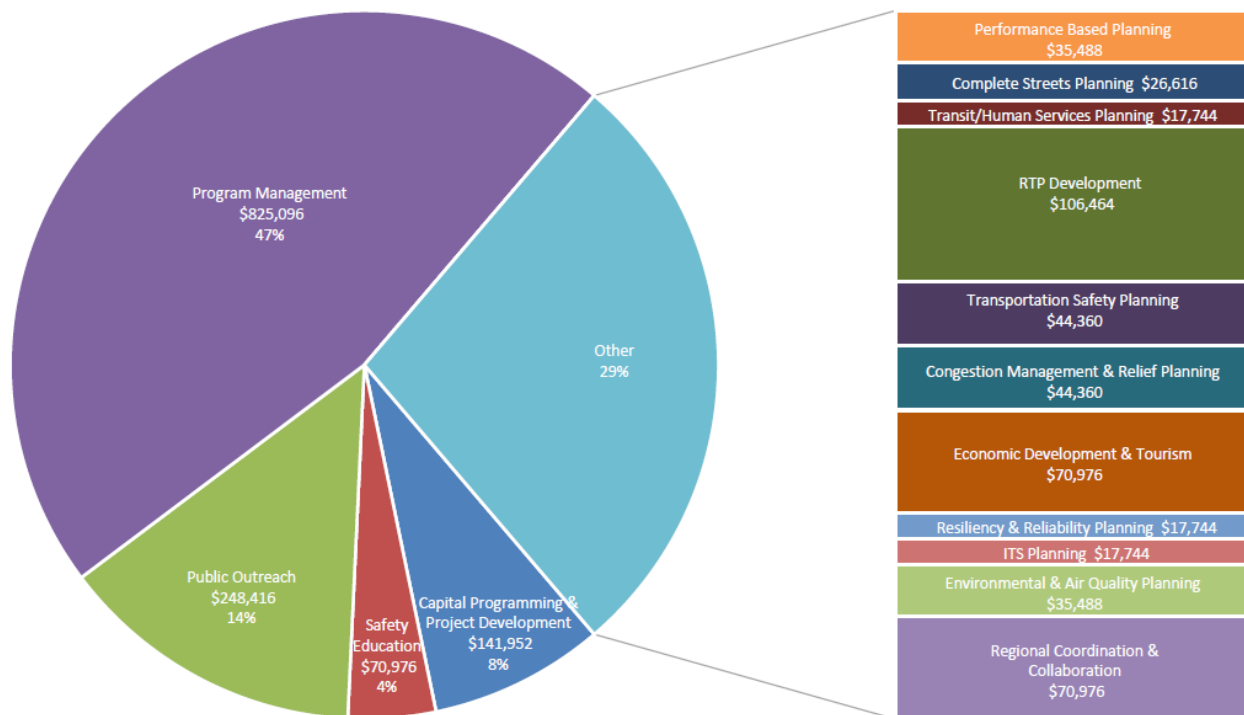
# **2. 24/100: Central Staff Work Program**

The Central Staff Work Program details the tasks and activities to be completed by SJTPO central staff in the UPWP. 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 below. The “Transportation Planning Tasks and Activities” is broken down into eleven different tasks and accounts for 29 percent of the Central Staff Work Program budget. “Program Management” accounts for 47 percent of the budget, while “Public Outreach” represents 14 percent of the budget. “Capital Programming & Project Development” represents 8 percent of the budget. “Safety Education” accounts for 4 percent, rounding out the full budget for FY 2024.

### Central Staff Work Program Breakdown of Estimated Costs by Tasks



The FY 2024 UPWP continues with the same reorganized structure, separating activities and products under each Central Staff Work Program area. Specific details related to the activities and products are available within the full UPWP document. SJTPO will 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](http://www.sjtpo.org/UPWP)). Final products and deliverables associated with work included in the UPWP will be posted to the SJTPO website, as appropriate.

## 24/110: Transportation Planning

Transportation Planning encompasses the significant efforts related to reviewing and evaluating the transportation network in the region.

### 24/111: Performance-Based Planning

#### **Objective:**

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.

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:** \$35,488

**Project Manager:** David Heller

### 24/112: Complete Streets Planning

#### **Objective:**

Complete Streets Planning refers to a series of efforts and activities to advance mobility options beyond automobile-centric transportation. One component of this multi-modal approach includes advancing Complete Streets elements in transportation projects to ensure that 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 to include 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 planned as [Task 24/403: Regional Active Transportation Master Plan](#). The effort will incorporate sidewalks, crosswalks, trails, and other data to identify the existing network and identify gaps, highlighting the most critical gaps to advance projects and improve connectivity while incorporating equity. This effort will also develop a Level of Traffic Stress on each roadway based on available and recently collected data and identify priority project locations to improve Traffic Stress. The effort will inform SJTPO’s

Project Selection Criteria, lay the groundwork for a unified bicycle and pedestrian count program, and establish a Regional Active Transportation Committee.

**Funding:** \$26,616

**Project Manager:** Alan Huff

## 24/113: 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 service. Transit, or public transit, can be defined as a transport system for passengers by group travel systems available for use by the public, typically managed on a schedule, operated on established routes, and charged 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 incomes. These individuals have diverse requirements and may require 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 transit and human services transportation is an ongoing process.

**Funding:** \$17,744

**Project Manager:** David Heller

## 24/114: 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 long-range regional transportation plan, *RTP 2050*, adopted on January 25, 2021. 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 federal legislation. The next cycle update of *RTP 2050* 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 completing preliminary products needed for the next cycle update of *RTP 2050*, scheduled for adoption in January 2025.

In FY 2023, SJTPO began a consultant-led technical study, [Task 23/403: FY 2023 Demographics Analysis](#). This effort will create a new set of demographic forecasts to incorporate the results of the 2020 Census, repercussions from the COVID-19 pandemic, and other material impacts on the regional economy since the last demographic projections. The project will include year-round and seasonal forecasts, which will require the review and approval of subregional partners. This technical study will be an essential first step in the RTP development and shall serve as the latest planning assumptions for the RTP.

SJTPO has a consultant-led technical study planned as [Task 24/402: RTP 2050 Update Scenario Planning](#). This effort will engage stakeholders, identify critical issues or questions that will assist in developing scenarios or plausible futures, and ultimately explore the implications of those scenarios. This study will be the basis for selecting strategies to help guide the RTP 2050 update.

**Funding:** \$106,464

**Project Manager:** David Heller

## 24/115: Transportation Safety Planning

### **Objective:**

Transportation Safety Planning is a proactive, data-driven approach to prevent crashes, identify and mitigate risk in the transportation network, and reduce the severity of crashes. SJTPO's efforts to advance transportation safety are unique among MPOs for its multidisciplinary approach of integrating engineering, 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 24/141: Safety Education Programs](#) and [Task 24/142: Safety Education Coordination & Collaboration](#)), aligning investments with the New Jersey Strategic Highway Safety Plan (SHSP), reducing barriers to safety project advancement, and prioritizing projects on the bicycle and pedestrian network.

Key activities include using 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. The AASHTO Highway Safety Manual, other quantitative tools, and qualitative input from safety professionals provide insight 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.

In FY 2023, SJTPO initiated a consultant-led technical study ([Task 23/406: Countywide Local Road Safety Plans](#)), which will continue in FY 2024. The study will develop and implement four Countywide Local Road Safety Plans for Atlantic, Cape May, Cumberland, and Salem Counties and will work to address the unique safety needs of the county and local jurisdictions while contributing to the success of the New Jersey SHSP.

SJTPO has a consultant-led technical study planned as [Task 24/405: Local Safety Program Design Assistance](#). This new effort will assist subregional partners in preparing construction plans, specifications, and estimates (PS&E) for safety improvement projects selected under SJTPO's Local Safety Program. This design assistance effort will advance safety projects identified through the Task 18/407 Cumberland County Bicycle/Pedestrian Safety Action Plan effort completed in 2022.

**Funding:** \$44,360

**Project Manager:** Alan Huff

## 24/116: 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, its causes, and 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 to advance 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:** \$44,360

**Project Manager:** Program Manager – Capital Programming & Project Development

## 24/117: 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 promote economic development and tourism focus on regional trails (addressed in [Task 24/112: Complete Streets Planning](#)), freight, and regional coordination.

In FY 2023, SJTPO initiated two consultant-led technical studies to help support the regional economy – [Task 23/402: Maurice River Corridor Study](#) and [Task 23/405: SJTPO Regional Freight Plan](#) – for which work will continue in FY 2024. The consultant-led effort for the Maurice River corridor will look at opportunities for eco-tourism and trails and how to protect the anticipated growth of the maritime industry in the lower portion of the river. The study will ultimately lay the groundwork for the future connectivity of Cumberland County into the more extensive South Jersey Trails and The Circuit Trails networks.

The Regional Freight Plan effort will develop and adopt a Regional Freight Plan for the SJTPO region that considers the entire network, including roads, rail, bridges, ports, airports, intermodal facilities, and truck parking. This effort will build upon work from the SJTPO Regional Freight Plan Data Collection and Analysis technical study, completed in 2022. The Regional Freight Plan will identify potential network improvements and improve connectivity with state and national networks.

SJTPO has a consultant-led technical study planned as [Task 24/403: Regional Active Transportation Master Plan](#). The effort will incorporate sidewalks, crosswalks, trails, and other data to identify the existing network and gaps, highlighting the most critical gaps to advance projects and improve connectivity while incorporating equity. The effort will also develop a level of traffic stress on each roadway based on available and recently collected data and identify priority project locations to improve traffic stress. The effort will inform SJTPO's Project Selection Criteria. The effort will lay the groundwork for a unified bicycle and pedestrian count program and establish a Regional Active Transportation Committee. This effort will also advance economic development and tourism through the advancement of regional trails. These efforts tie directly to the RTP goal to "Support the regional economy."

**Funding:** \$70,976

**Project Manager:** Alan Huff

## 24/118: Resiliency & Reliability Planning

### **Objective:**

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

SJTPO will continue its effort in FY 2024 and beyond to identify funding and work to advance a Regional Vulnerability Assessment study. Such actions will include extensive coordination with NJDOT, NJ TRANSIT, NJDEP, the NJ Office of Planning and Advocacy, and local counties, municipalities, and others as appropriate. The effort will identify assets vulnerable to climate change factors' existing and future impacts, such as temperature and flooding projections, storm surges, and sea level rise. Future stakeholder discussions will consider other state priorities and how this effort may serve as a resource to municipalities as they update their master plans.

SJTPO has a consultant-led technical study planned as [Task 24/401: Regional Vulnerability Framework](#), which will help define how SJTPO, and its regional partners, develop a more considerable effort to build resiliency through innovative solutions to aid current and future infrastructure planning, development, and design. The technical study will provide a comprehensive assessment of the transportation infrastructure for the SJTPO region. This first phase will set benchmarks for a more extensive comprehensive analysis of the region that will drive the priorities for future projects.

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

**Funding:** \$17,744

**Project Manager:** David Heller

## 24/119: Intelligent Transportation Systems Planning

### **Objective:**

Intelligent Transportation Systems (ITS) refers to using innovative technology to improve transportation systems' safety, efficiency, and operations. 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 New Jersey's 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:** \$17,744

**Project Manager:** Program Manager – Capital Programming & Project Development

## 24/120: Environmental & Air Quality Planning

### **Objective:**

MPOs ensure that transportation decisions conform with the air quality requirements in the State Implementation Plan (SIP) and the Federal 1990 Clean Air Act Amendments. MPOs participate in various statewide air quality planning efforts and must represent their region's interests in transportation air quality matters.

Conducting a regional emissions analysis and demonstrating transportation conformity is an essential and critical step in an MPOs air quality planning efforts. This analysis is required whenever the RTP and/or TIP is updated, and SJTPO has traditionally required the assistance of a consultant.

**Funding:** \$35,488

**Project Manager:** David Heller

## 24/121: 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 exchanging ideas, concerns, risks, and opportunities in transportation planning. Statewide Collaboration meetings hosted by NJDOT are held and foster discussion among New Jersey's MPOs, NJDOT, NJ TRANSIT, FHWA, and FTA. 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 enhance statewide policy and capital programming, reflecting SJTPO priorities and needs and supporting effective regional cooperation models.

**Funding:** \$70,976

**Project Manager:** David Heller/Alan Huff/Jennifer Marandino

## 24/130: Capital Programming & Project Development

This program area focuses more directly on projects, the specific programming and authorization of projects through the TIP, and the preparation efforts that lead to the development of a project.

## 24/131: 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 New Jersey MPOs. The TIP/STIP has been a vital component of the federal transportation planning process since its inception and became even more critical under the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) because of the more significant role in decision-making provided to MPOs.

**Funding:** \$53,232

**Project Manager:** Program Manager – Capital Programming & Project Development

## 24/132: Local Project Development

### **Objective:**

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

**Funding:** \$88,720

**Project Manager:** Program Manager – Capital Programming & Project Development

## 24/140: Safety Education

SJTPO offers 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.

### 24/141: Safety Education Programs

**Objective:**

SJTPO's safety education programs focus on driver behavior and vulnerable road users. Pedestrian and bicyclist safety is incorporated into all programs and presentations offered. Programs are targeted at an appropriate age group.

This task funds SJTPO's traffic safety education programs and initiatives. 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:** \$53,232

**Project Manager:** Jennifer Marandino

### 24/142: Safety Education Coordination & Collaboration

**Objective:**

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 webinar, trainings, conferences, and other professional development activities.

**Funding:** \$17,744

**Project Manager:** Jennifer Marandino

## 24/150: Public Outreach

Public outreach, engagement, and consultation are fundamental to SJTPO's transportation planning process and the development of the major planning products. While one of the primary goals of public outreach is to increase and improve opportunities for the public, it is also critical that it is completed fairly and equitably, ensuring that the transportation decisions meet the needs of all people.

## 24/151: Public Engagement & Communication

### **Objective:**

There continues to be more emphasis placed on the promotion of greater public engagement 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 NJDOT, FHWA, and partner MPOs to increase the consultation and coordination. More generically, SJTPO has a Public Outreach Plan (PIP) describing the procedures related to all planning activities.

**Funding:** \$212,928

**Project Manager:** Alan Huff

## 24/152: 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:** \$35,488

**Project Manager:** Alan Huff

## 24/160: Program Management

Program management is the oversight function and responsibility that ensures the overall initiatives and operations of SJTPO are maintained. Program management often involves essential administrative tasks, including board and committee support, oversight of the planning work of SJTPO's subregional partners, and other technical programs.

## 24/161: Administration & Internal Management

### **Objective:**

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

**Funding:** \$266,160

**Project Manager:** Monica Butler

## 24/162: Board and Committee Support

### **Objective:**

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

**Funding:** \$141,952

**Project Manager:** Monica Butler

## 24/163: Unified Planning Work Program

### **Objective:**

The UPWP serves as the master regional transportation planning funding application. The content of the UPWP will reflect the requirements applicable to MPOs that are designated as

TMA. 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:** \$44,360

**Project Manager:** Jennifer Marandino

## 24/164: 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 and technical assistance when appropriate.

**Funding:** \$26,626

**Project Manager:** Jennifer Marandino

## 24/165: 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 23/402: Maurice River Corridor Study](#), [Task 23/403: FY 2023 Demographics Analysis](#), [Task 23/405: SJTPO Regional Freight Plan](#), and [Task 23/406: Countywide Local Road Safety Plans](#) are continuing studies from the FY 2023 UPWP. [Task 22/402: Regional Trails Network Feasibility Survey - Cape May County](#) and is ongoing from the FY 2022 UPWP. [Task 19/405: Local Safety Program Design Assistance](#) is ongoing from the FY 2019 UPWP. While RFPs have been released for these efforts, there remains a need to review and process invoices in FY 2024.

New technical studies in this year's work program include [Task 24/401: Regional Vulnerability Framework](#), [Task 24/402: RTP 2050 Update Scenario Planning](#), [Task 24/403: Regional Active Transportation Master Plan](#), [Task 24/404: Strategic Data Management Development](#), and [Task 24/405: Local Safety Program Design Assistance](#).

Scope development began in FY 2023 for [Task 24/401: Regional Vulnerability Framework](#), [Task 24/402: RTP 2050 Update Scenario Planning](#), and [Task 24/405: Local Safety Program Design Assistance](#).

[Assistance](#) to start the efforts in early FY 2024. The RFPs for the three technical studies are anticipated to be released in February 2023 with consultant selection brought to the TAC and Policy Board in Spring 2023. As such, no RFP products are listed for these technical studies in FY 2024. Activities for these technical studies will be limited to coordination with the consultant and any related administrative efforts.

**Funding:** \$346,008

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

### 3. 24/200: Financial Administration

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

#### 24/201: 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. 24/300: 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 2025 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, 2024, 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 2024).
- 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 2024).

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 a corridor traffic improvement study to enhance pedestrian, bicycle, and vehicular safety and traffic analysis and road improvement analysis, and an investigation of non-motorized transportation network improvements.

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

## 24/301: Atlantic County

### Task III: Supportive Studies

#### **Main Street/Shore Road (CR 585) Traffic Improvement Study**

Atlantic County proposes to study of a portion of Main Street/Shore Road (CR 585) through portions of the Cities of Pleasantville and Absecon, from the Black Horse Pike (State Route 40/322) north to the White Horse Pike (State Route 30). This segment of roadway is located entirely within a State-designated Overburdened Community, and it includes the downtown commercial and residential areas of Pleasantville. Several locations along the corridor experience high volumes of pedestrian, bicycle, and vehicular traffic.

The proposed study will include data collection, traffic counts, crash reports, intersection counts and geometry, level of service, ROW limits, structures, etc. along this section of CR 585, and provide recommendations for improvements to enhance pedestrian, bicycle, and vehicular safety.

This study will support many of the SJTPO's Regional Transportation Plan (RTP) 2050 goals. In the broadest sense, this study will "support the regional economy" by identifying areas in need of improvement with respect to a host of transportation (bicycle, pedestrian, and vehicular) considerations. Identification and eventual implementation of these recommended improvements will improve the accessibility and safety of the general area thereby improving its commercial viability and sustainability. The study corridor traverses commercial and residential areas which are entirely located in a State-designated Overburdened Community. In addition to supporting the regional economy, the study will support several other RTP 2050 goals such as: "to promote accessibility and mobility for the movement of people and goods", "mitigate traffic congestion and promote efficient system operation", "restore, preserve, and maintain the

existing transportation system”, “improve transportation safety”, and “enhance the integration and connectivity of the transportation system”. These goals will be supported by the identification and eventual implementation of the recommended improvements to enhance pedestrian, bicycle, and vehicular safety.

Atlantic County may hire a consultant to supplement the work completed by in-house 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 may be a joint effort between the consultant, if one is hired, and county staff or be completed solely by county staff. The final report will be completed no later than mid-August 2024. No work shall be billed after June 30, 2024, 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

## 24/302: Cape May County

### Task III: Supportive Studies

#### **Non-motorized Transportation Network Improvements** *continued from FY 2023*

This study will continue the efforts from FY 2023 and focus on improving and utilizing the County’s non-motorized transportation network. This study will involve working with municipalities to identify community assets, opportunities for linkages, and developing GIS mapping and related public outreach materials (brochures, website content, flyers) to promote the use of the trails system.

Through cooperation with the 16 local municipalities, the Open Spaces Review Board, and other partners, staff will continue to plan for bicycle/pedestrian network expansion and identify opportunities for linkages to community assets, including trail “spurs.” To enhance public outreach and encourage system usage, GIS mapping will be continually updated, and public outreach materials (brochures, website content, flyers) will be developed and updated as appropriate.

In addition to planning for an expanded network, staff will focus on enhancing the existing trails system by developing and implementing a wayfinding signage system. This wayfinding signage

system will have multiple elements, including a mileage system, pavement markings for street crossings, and vertical signage elements. While it is anticipated that the mileage system and pavement markings will be completed in FY 2023, the vertical wayfinding signage will take significantly longer to design and implement as community/municipal engagement will be an integral part of system design.

This activity advances several goals within SJTPO's *RTP 2050*, including to "promote transportation alternates" and "promote new connections between travel modes," which fall within the larger goal to "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. As the network is expanded and enhanced over time, these benefits will become more pronounced, with the ultimate objective of having the Cape May Trails System connected to the regional Circuit Trails and the Greater Philadelphia area.

The project will be completed in-house by county planning and GIS staff. The final products will include a report on adding mileage and wayfinding elements to the existing trails system, an updated county-wide bicycle facilities map, and wayfinding signage templates. Products will be delivered as completed no later than mid-August 2024. However, no work shall be billed after June 30, 2024, 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

## 24/303: Cumberland County

### Task III: Supportive Studies

#### **Feasibility Analysis and Road Infrastructure Study for Nabb Avenue Extension**

The City of Millville is experiencing renewed commercial and industrial development interest at the Millville Municipal Airport and the Hurley Industrial Park, both located in the southern portion of the municipality. Currently, the most direct route for motorists and freight traffic is to exit NJ Route 55 and travel into the heart of Millville via NJ Route 47. NJ Route 47 is exceeding capacity in several sections, and platooning delays at the intersection of NJ Route 47 and NJ Route 49 has become a daily problem. The roughly 8,000 linear feet extension of Nabb Avenue (County Route 634) from its intersection with NJ Route 49 south to Buckshutem Road (County Route 670) would create more direct access to the industrial park and airport from NJ Route 55. This study will investigate the numerous design considerations potentially impacting the feasibility of this

extension, including freight need estimates, calculations of redirected traffic, topography considerations, design considerations related to the extension's intersections with NJ Route 49 and Buckshutem Road, and other variables.

This activity advances several goals within SJTPO's RTP, including "support the regional economy" and "increase and enhance opportunities for travel and tourism." Recommended improvements from this study will benefit the businesses near the Hurley Industrial Park and Millville Municipal Airport. Specifically, this study will analyze access improvements to the Industrial Park and Airport and New Jersey Motorsports Park, which attracts 600,000 visitors annually. The results of this study will impact both the New Jersey Motorsports Park and the Historic District of the Millville Municipal Airport including the Millville Army Airfield Museum.

A consultant will complete the project in cooperation with county staff. The county intends to release an RFP for consultant services to evaluate the feasibility of the Nabb Avenue extension. Products will be delivered as completed no later than mid-August 2024. However, no work shall be billed after June 30, 2024, the end of the state fiscal year.

**Funding:**      **\$103,200 Total** (Task I \$5,000, Task II \$7,200, and Task III \$91,000)

Federal/Local share breakdown of total cost:

Federal Share (80%) \$82,560 / County Match (20 %) \$20,640

## 24/304: 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 Engineering office. The locations to be studied are selected based on requests received from municipalities or as otherwise determined by the Public Works Committee.

The Task III study will complete all necessary technical analyses 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. Salem County will conduct traffic counts as appropriate (billed as part of Task II activities). 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 2024. However, no work shall be billed after June 30, 2024, 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. 24/400: Technical Program

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

A total of \$391,617, was originally budgeted when the FY 2024 UPWP was approved. However, an additional \$85,000 was added to the budget for the Technical Program. A new consultant-led effort ([Task 24/406: Air Quality Technical Assistance](#)) was added and the budget for [Task 24/402: RTP 2050 Update Scenario Planning](#) was increased to fully fund the effort. A new total of \$431,617 is now programmed for consultant-led studies within the Technical Program, utilizing FHWA Statewide Metropolitan Planning (PL) funds.

In addition to the apportionment of PL funds made available to the MPOs, the new federal legislation requires each MPO to use at least 2.5 percent of its PL funds (Increasing Safe and Accessible Transportation Set-Aside) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Based on discussions, the suballocation to each MPO will be based on the number of counties each serves. For the FY 2024 UPWP, SJTPO's suballocation is \$79,768. In addition to the FY 2024 UPWP funds, SJTPO has \$78,204 in unobligated funds from the previous year. Together, these funds total \$157,972. These funds and \$66,617 in FHWA-PL funds will be used for another consultant-led technical study.

SJTPO will also utilize HSIP funding to supplement the PL funds, allowing for the advancement of [Task 24/405: Local Safety Program Design Assistance](#). A description of all technical efforts is provided herein.

General budgetary information for each technical program task is based on preliminary estimates and anticipated project scope. SJTPO central staff hours associated with the technical study are

accounted for separately within the UPWP as [Task 24/165: Technical Program Management](#) (Table 8).

## Two-year Studies

[Task 24/401: Regional Vulnerability Framework](#) and [Task 24/402: RTP 2050 Update Scenario Planning](#) are expected to begin in early FY 2024 and will be completed in the same year. However, several FY 2024 consultant-led technical efforts will require more than one year to complete, including [Task 24/403: Regional Active Transportation Master Plan](#), [Task 24/404: Strategic Data Management Development](#), [Task 24/405: Local Safety Program Design Assistance](#), and the newly added [Task 24/406: Air Quality Technical Assistance](#). As two-year efforts, each study will have well-developed timelines to ensure the study efforts are conducted comprehensively and meaningfully. The funding represents the budget for the entire two-year expected study duration.

### 24/401: Regional Vulnerability Framework

This study aims to create a framework related to vulnerability and resiliency for the SJTPO region that can be used to develop a vulnerability assessment. This effort will help define how SJTPO, and its regional partners, create a more considerable effort to build resiliency through innovative solutions to aid current and future infrastructure planning, development, and design. The technical study will provide a comprehensive assessment of the transportation infrastructure for the SJTPO region. This first phase will set benchmarks for a larger comprehensive regional analysis to drive future project priorities.

The framework will be created by identifying critical deficiencies, completing a risk assessment, performing a gap analysis of existing data or prior assessments, and prioritizing the inventory of relevant vulnerabilities. Other deliverables will be establishing a risk management strategy, which includes developing a methodology to assess critical infrastructure rated as a low priority compared to non-essential infrastructure rated as a high priority.

Once the top regional vulnerabilities are identified, the next step would be to analyze resiliency, the exposure or disturbance extent, the adaptation potential of the infrastructure, and the implementation of possible solutions to current and future conditions. The initial framework will provide a ranked list of vulnerabilities that can continue to be followed and assessed. This list will ensure that efforts to build resiliency do not stop after the initial vulnerabilities are identified.

Upon completion, transportation infrastructure entities can integrate the Regional Vulnerability Framework into their processes, including construction, maintenance, and future planning, to support the region's vulnerabilities. SJTPO's subregions and other entities could utilize the

assessment findings to justify and support funding requests to rehabilitate an asset for resiliency. SJTPO staff could use the information as criteria for the TIP project evaluation or as part of an application for a grant. The Regional Vulnerability Assessment will develop resiliency through progressive solutions that will benefit the region's future.

**Funding:** \$125,000 (FHWA-PL)

**Project Manager:** Taylor Waymire

**Release Date:** February 2023 / **Anticipated kick-off:** July 2023

## 24/402: RTP 2050 Update Scenario Planning

During the review of *RTP 2050*, the FHWA recommended that SJTPO consider opportunities to conduct scenario planning for the development of the next long-range regional transportation plan to better inform decisions, especially given the potential impacts of climate change in the SJTPO region. In addition to consultant assistance, the study would entail a coalition of stakeholders, including SJTPO TAC members, complemented by community stakeholders, including local businesses, academia, and others.

The study would include steps common in a scenario planning process, focusing on identifying key issues or questions, trends and associated variables, envisioning scenarios or plausible futures, and exploring the implications of those scenarios. Stakeholders and the public would evaluate the desirability of the various scenarios through surveys or other means.

Integration with the South Jersey Regional Travel Demand Model (SJTDM) would be sought, particularly to model the impacts of various roadway system improvements. The scenarios could also be used to model the impacts on roadway links that could be taken out of commission due to sea-level rise. Existing reputable models and inputs would be explored, such as Rutgers FloodMapper, which allows users/analysts to visualize the impacts of sea-level rise.

This study will not necessarily result in a preferred scenario but will serve as the basis for selecting strategies to help guide the next RTP. SJTPO can also use the results of the scenario planning exercise to revise the vision for *RTP 2050*. In addition, the results will help to inform how the transportation system will look in 2050 and the decisions SJTPO should make now to counteract these forces.

The scenario planning study will feed into the Phase I public outreach process for the next RTP. A review of the scenarios can serve as part of the content of the pre-plan workshops. Consultants can also help facilitate some workshops and develop outreach materials complemented by SJTPO staff.

**Funding:** \$140,000 (FHWA-PL)

**Project Manager:** David Heller

**Release Date:** February 2023 / **Kick-off:** July 2023

## **24/403: Regional Active Transportation Master Plan (2-year study)**

An effective active transportation system is critical to many of the goals of SJTPO's long-range regional transportation plan, *RTP 2050*, most notably the first goal to "promote accessibility and mobility for the movement of people and goods" in the region. The active transportation system is also an essential element in "increas[ing] and ehanc[ing] opportunities for travel and tourism" in the region, another core goal in *RTP 2050*. Further, SJTPO, NJDOT, and New Jersey's other MPOs have been working to improve equitable access to the transportation network and opportunities in the region, for which active transportation is critical.

In 2019, SJTPO developed the South Jersey Trails Communications Plan, which engaged the public regarding a regional trails system for the first time, established a brand in the region, and identified some first steps in advancing such a system. Among these steps were the development of a master plan, the development of a regional committee, the development of a counting program, and the advancement of select high-priority network gaps. Those priority gaps have been advanced through studies engaged since that time.

In September 2022, SJTPO began the Countywide Local Road Safety Plan process. In addition to being a significant effort to improve regional focus on safety, the Countywide Local Road Safety Plan includes a considerable data collection effort, which involves sidewalk inventory, crosswalk inventory, and pedestrian crossing distances on county and municipal roadways. The effort also contains several data points that may be useful in establishing traffic stress for bicyclists.

This effort would build upon these activities and advance many of the steps identified in the South Jersey Trails Communication Plan. The effort would include the development of a Regional Active Transportation Committee that would guide many activities, identify a visionary trails network, and be intended to serve as a standing committee for SJTPO. The Active Transportation Master Plan would incorporate sidewalks, crosswalks, trails, and other data to identify the existing network and identify gaps, highlighting the most critical gaps to advance projects and improve connectivity. It would also develop a Level of Traffic Stress on each roadway based on the data available and newly collected data via the Countywide Local Safety Action Plan effort and include identifying priority locations for projects that would improve Traffic Stress. The effort would bolster SJTPO's Project Selection Criteria related to Complete Streets. All work would be evaluated, and recommendations developed based on equity analyses of the region. The effort

could lay the groundwork for a unified bicycle and pedestrian count program by purchasing permanent and portable counters and identifying data standards and a platform.

**Funding:** \$66,617 (FHWA-PL) / \$157,972 (FHWA-PL Set-Aside) \$224,589 Total

**Project Manager:** Alan Huff

**Anticipated Release Date:** October 2023 / **Anticipated kick-off:** February 2024

## 24/404: Strategic Data Management Development (2-year)

One of the primary roles that SJTPO serves is as a technical resource for its subregional partners. SJTPO collects, manages, and utilizes large amounts of data in this role through various methods, including technical studies. This data is mainly used to inform the MPO planning processes, make decisions that advance federal performance measures, and guide local project development, all of which further goals outlined in the RTP.

In recognition that data is becoming more important, larger, and more complex, SJTPO seeks to evaluate its internal and external data management and applications of data. This effort would assess SJTPO's needs in managing data and developing a strategic data application to advance regional objectives. The initial work will seek to answer questions such as "Who is using the data systems developed, which systems, how, and to what degree?"; "What barriers exist to updating the data, and how can they be addressed to ensure it is updated and would not require frequent data recollection?"; "Are there more efficient ways to manage the data that will allow staff and external users to access and use the data for their individual needs easily? This study will also assess the gaps in SJTPO's current data repository and recommend how to "fill in" those gaps.

After evaluating needs and existing practices, the effort would recommend an appropriate platform(s) to meet the users' needs and advance various tools to access better and utilize the data for public outreach and other planning applications. For example, how can the various data complement each other, making it more robust, such as combining volume data with pavement data to project future conditions? Based on the recommendations of this effort, SJTPO acknowledges that future work will be required to build out systems fully.

**Funding:** \$100,000 (FHWA-PL)

**Project Manager:** Program Manager – Capital Programming & Project Development

**Anticipated Release Date:** July 2023 / **Anticipated kick-off:** November 2023

## 24/405: Local Safety Program Design Assistance (2-year study)

SJTPO works with its subregional partners to develop infrastructure projects through SJTPO's Local Safety Program. Through this program, millions of dollars in HSIP funding is dedicated to yearly projects that aim to reduce serious injury and fatal crashes in the SJTPO region. While some projects are fully developed and seeking authorization for construction funding, others are in earlier stages of the project delivery process and require additional assistance to seek construction funding.

Projects that have gone through the Local Safety Program selection process and have been selected for HSIP funding will be eligible for assistance through this effort. The technical study intends to assist subregional partners in preparing construction plans, specifications, and estimates (PS&E) for safety improvement projects selected under SJTPO's Local Safety Program. The consultant work for these projects will be co-managed by SJTPO and the subregions.

In 2021, SJTPO completed the Cumberland County Bicycle and Pedestrian Safety Action Plan. This effort followed a data-driven approach to identify top bicycle and pedestrian crashes in Cumberland County and identified proven countermeasures to address safety issues at these locations. The Local Safety Design Assistance effort will advance the projects that have been identified, developed, and approved for HSIP funding through the Preliminary Engineering and Final Design (FD) phases of the project delivery process.

The PS&E for each project shall be developed in coordination with SJTPO and the appropriate subregional partners, reviewed by the NJDOT Bureau of Local Aid (NJDOT-LA), NJDOT Bureau of Traffic Data and Safety, NJDOT Bureau of Environmental Program Resources (NJDOT-BEPR), where applicable, and FHWA. The consultants shall provide professional surveying, engineering, design, and permitting services to prepare PS&Es. In addition, consultant support services may be required with design-related questions during construction. The consultant will prepare the engineering plans, specifications, and estimates on most of the project design-related technical study.

The efforts of this technical study will be funded using resources allocated from SJTPO's Local Safety/ High Risk Rural Roads Program line item, database number (DBNUM) 04314. The HSIP funding will further supplement the Technical Program described above.

**Funding:** \$1,900,000 (FHWA-HSIP)

**Project Manager:** Alan Huff/Jennifer Marandino

**Anticipated Release Date:** March 2023/ **Anticipated kick-off:** July 2023

## 24/406: Air Quality Technical Assistance (2-year study)

This task will entail consultant support in performing a new regional emissions analysis required for the conformity determination of the FFY 2024-2033 TIP and the RTP 2050 Update. This consultant-led effort will focus on running the latest MOVES emissions model and reporting results, as well as the development of appropriate MOVES input data. The regional emissions analysis will also include updated demographic projections data.

**Funding:** \$45,000 (FHWA-PL)

**Project Manager:** David Heller

**Anticipated Release Date:** March 2024/ **Anticipated kick-off:** June 2024

## Continuing Task Orders

In addition to the technical studies programmed in FY 2024, seven technical studies are continuing from five previous task orders. Two separate task orders are associated with [Task 19/405: Local Safety Program Design Assistance](#) from the FY 2019 UPWP.

SJTPO's FY 2023 UPWP included four two-year technical studies with continuing task orders in SJTPO's FY 2024 UPWP. The technical studies are as follows, [Task 23/402: Maurice River Corridor Study](#), [Task 23/403: FY 2023 Demographics Analysis](#), [Task 23/405: SJTPO Regional Freight Plan](#), and [Task 23/406: Countywide Local Road Safety Plans](#). [Task 22/402: Regional Trails Network Feasibility Survey - Cape May County](#) is ongoing from the FY 2022 UPWP. Another technical study from FY 2019 will continue work into the FY 2024 UPWP, referred to as [Task 19/405: Local Safety Program Design Assistance](#). Details for all continuing efforts, along with a description, are provided within [Appendix A](#).

## 6. 24/500: 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, prevent duplication of planning and study efforts, and encourage coordination of all transportation planning underway in the region.

## 24/501: 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 enhance 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 at [sudhir.joshi@dot.nj.gov](mailto:sudhir.joshi@dot.nj.gov) or by phone at (609) 963-2217.*

## **24/502: 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 C. Livingston, P.E., Supervising Engineer, Planning, via email at [livingston@njta.com](mailto:livingston@njta.com) or by phone at (732) 750-5300.*

## **24/503: 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 and 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 particular 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](mailto:Gregory.Pawlowski@drba.net) or by phone (302) 571-6380.*

## **24/504: New Jersey Transit Corporation**

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 proposals' analyses, and address issues and specific needs. All work within

these programs is regulated by the availability of resources including funding and staff, and internal priorities.

Planning work is undertaken within these programs on an ongoing basis, with specific efforts and initiatives advanced as required. Work products may include reports, plans, analyses, data, drawings, renderings, and other products and services as needed.

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

## **24/505: 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 maintaining and operating the Atlantic City Expressway Connector and parts of State Routes 30, 87, and 187 within Atlantic City. SJTA owns and operates the Atlantic City International Airport (ACY) in Atlantic County. At the same time, 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 at [smazur@sita.com](mailto:smazur@sita.com) or by phone at (609) 561-6643.*

## **24/506: Cross County Connection**

Cross County Connection is a non-profit Transportation Management Association (TMA) providing transportation-related services in New Jersey's seven southern counties, including the counties of Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, and Salem. Since 1989, Cross County Connection has been working with businesses, communities, and commuters to address mobility issues in the region and reduce the number of vehicles on state and local roadways. Cross County Connection's mission is to improve the quality of life in southern New Jersey through transportation solutions. Cross County Connection accomplishes this mission by promoting and facilitating the use of commute alternatives, including car/vanpooling, public transit, bicycling and walking. Cross County Connection's numerous services are available to

residents, employees, and employers within its service area, as well as local and county governments.

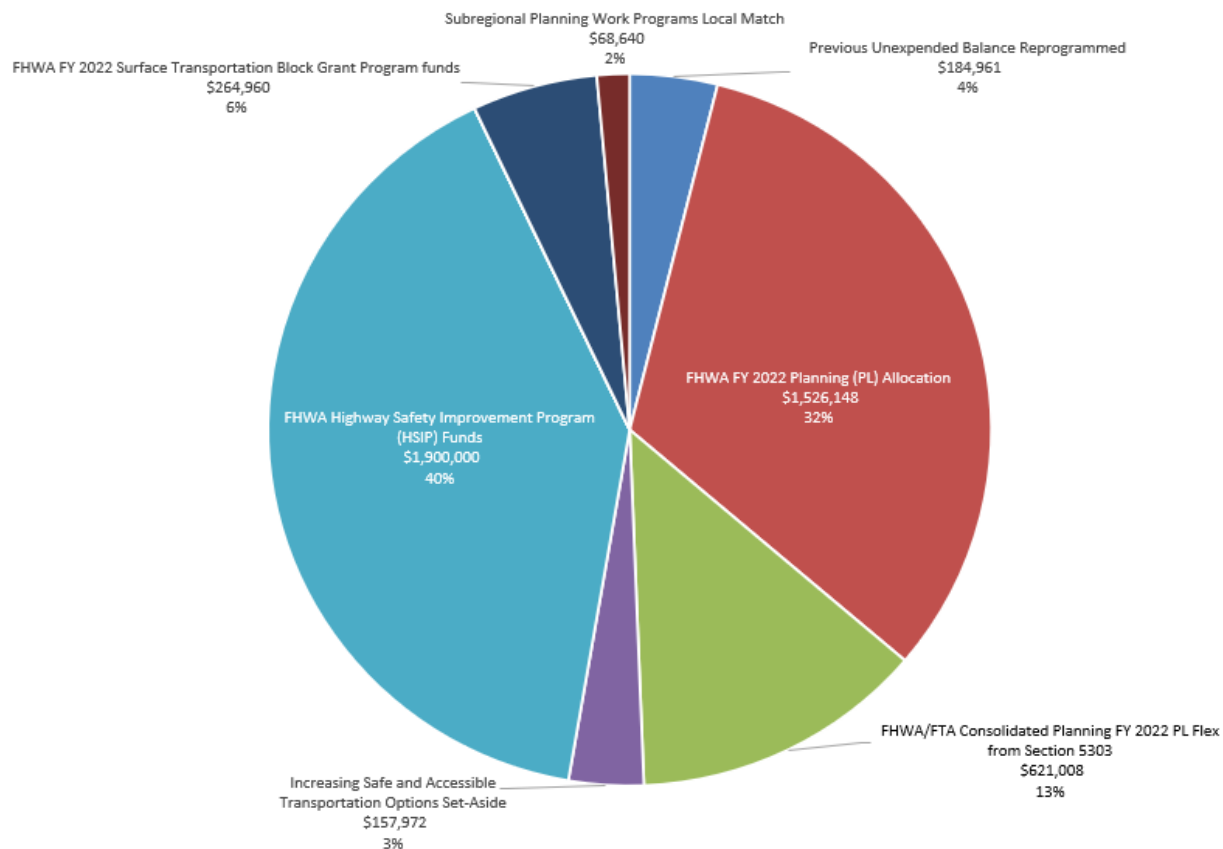
Cross County Connection's work programs include projects with NJTPA, NJDOT, DVRPC, NJ Transit, United Way of Gloucester County, and others. These projects include pedestrian safety audits, shuttle services, complete streets demonstration projects, K-8 school pedestrian and bicycle safety curriculum, electric vehicle infrastructure assistance and more. For more information, visit [www.driveless.com](http://www.driveless.com).

For information on the Cross County Connection TMA's planning activities, please contact Ronda Urkowitz, P.P., AICP, Executive Director, via email at [urkowitz@driveless.com](mailto:urkowitz@driveless.com) or by phone at (856) 596-8228.

## 7. Financial Information

SJTPO will receive a total of \$4,723,689 in USDOT planning resources for the FY 2024 UPWP and the additional funds (\$4,144,656.99) from its Continuing Task Order. The pie chart below illustrates the anticipated resources.

### Programmed USDOT Planning Resources



## Revenues

Six separate revenue streams are supporting SJTPO's FY 2024 UPWP:

1. FHWA Statewide Metropolitan Planning (PL) funds;
  - a. Previous Unexpended Balance Reprogrammed from Task Order PL-SJ-20-01 (D00S305)
  - b. Previous Unexpended Balance Reprogrammed from Task Order PL-SJ-21-01 (D00S399 and D00S400)
  - c. Previous Unexpended Balance Reprogrammed from Task Order PL-SJ-22-01 (D00S524)
  - d. FHWA FY 2022 Planning (PL) Allocation
2. FHWA Flexed FTA Section 5303 (PL) funds;
3. Increasing Safe and Accessible Transportation Options set-aside (Y410);
4. FHWA Highway Safety Improvement Program (HSIP) funds;
5. Federal Surface Transportation Block Grant Program (STBGP) funds; and
6. 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 new federal legislation requires each MPO to use at least 2.5 percent of its PL funds (Increasing Safe and Accessible Transportation Set-Aside) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The suballocation to each MPO will be based on the number of counties each serves. SJTPO has assumed that current and unobligated funds from last year, \$157,972, will be available. This planning resource will be utilized to advance an additional consultant-led technical effort, specifically [Task 24/403: Regional Active Transportation Master Plan](#).

SJTPO will leverage FHWA HSIP funding to support consultant-led [Task 24/405: Local Safety Program Design Assistance](#). Authorization of these funds will be considered separately by NJDOT.

SJTPO does not anticipate using CMAQ funds as a federal funding stream within the FY 2024 UPWP. SJTPO receives an annual suballocation of CMAQ funds in the amount of \$1.9 million, which is utilized to fund SJTPO's competitive, selection based CMAQ program. SJTPO will open a solicitation for new projects using the newly combined CMAQ and Carbon Reduction Program (CRP) applications in Spring 2023 for FFY 2025, 2026, and 2027. SJTPO currently has fully programmed its suballocation of CMAQ funds, selecting design and construction projects to advance for authorization. Ultimately, SJTPO has prioritized the advancement of locally-led

projects in the region over funding any potential CMAQ-funded consultant-led technical studies in the FY 2024 UPWP.

The Subregional Planning Work Programs are funded using the non-urbanized portion of SJTPO's FHWA Surface Transportation Block Grant Program, with the local match provided by the SJTPO counties themselves. The SJTPO suballocation of the federal funds is 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 FHWA and FTA.

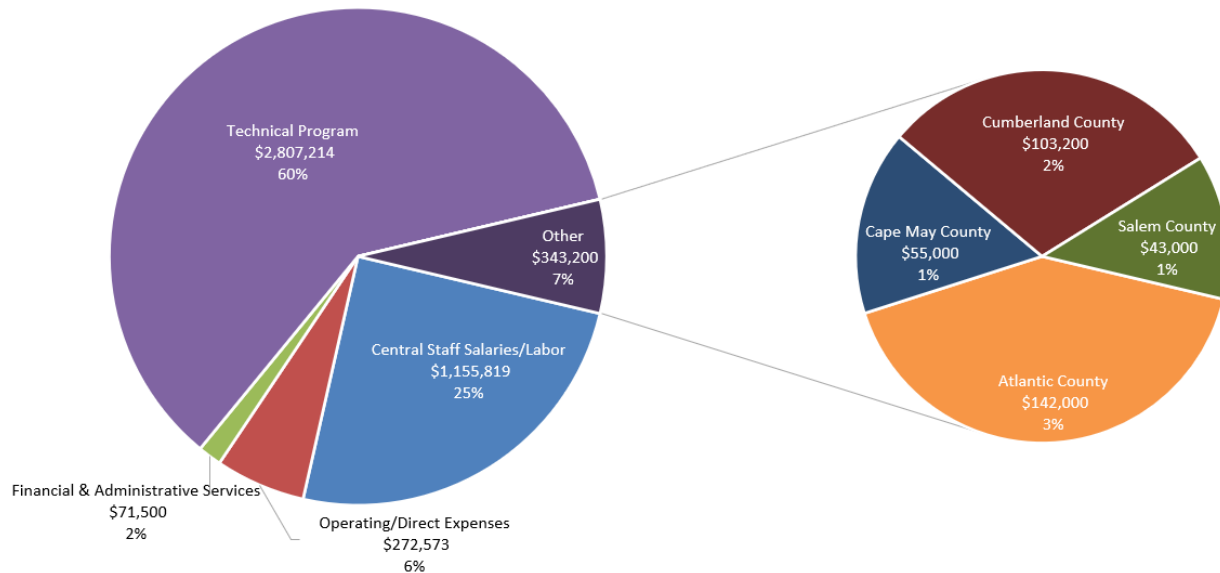
## Expenditures

The SJTPO budget for FY 2024 can be separated into four categories:

1. Central Staff Work Program (24/100), including Central Staff Salaries/Labor (24/101) and Operating/Direct Expenses (24/102);
2. Financial Administration (24/200), which includes Financial & Administrative Services (24/201);
3. Subregional Planning Work Programs Activities (24/300), which include pass-through funding for the Surface Transportation Block Grant Program (STBGP non-urbanized), subregional studies, and other subregional support studies and tasks for the four SJTPO counties; and
4. Technical Program (24/400), accounts for central staff hours associated with Technical Program Management (Task 24/165) and may include the purchase of data, equipment, or services to be performed by consultants.

The pie of pie chart below illustrates how SJTPO will allocate \$1,774,400 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 2024 UPWP



The budget for Central Staff Salaries/Labor includes SJTPO's current staffing level of nine full-time and two part-time employees. A review of SJTPO's overall needs reveals that two new employees will be valuable and situate SJTPO to better respond to the increased transportation funding. The FY 2024 Central Staff Salaries/Labor budget estimates account for the proposed staff increase, contemplating eleven full-time and four part-time employees and a seasonal worker.

All SJTPO salary increases are merit-based and considered annually at the end of the fiscal year. All increases are based upon each employee's End of Year Performance Evaluation of Tasks & Performance Factors, with the final discretion of increases made by the Executive Director.

## Appendix A. Continuing Task Orders

SJTPO's FY 2023 UPWP included funding for four two-year technical studies with continuing task orders in SJTPO's FY 2024 UPWP. The technical studies are [Task 23/402: Maurice River Corridor Study](#), [Task 23/403: FY 2023 Demographics Analysis](#), [Task 23/405: SJTPO Regional Freight Plan](#), and [Task 23/406: Countywide Local Road Safety Plans](#). [Task 22/402: Regional Trails Network Feasibility Survey - Cape May County](#) is ongoing from the FY 2022 UPWP. Another technical study from FY 2019 will continue work into the FY 2024 UPWP and is referred to as [Task 19/405: Local Safety Program Design Assistance](#). Two separate task orders are associated with this effort.

### 19/405: Local Safety Program Design Assistance

In FY 2018, SJTPO worked with its subregional partners to develop infrastructure projects through SJTPO's Local Safety Program. It is anticipated that approximately \$8 million in projects will

advance for HSIP funding. While some projects are fully developed and seeking authorization of construction funding, others are in earlier stages of the project delivery process and will require additional assistance to seek construction funding.

Projects that have gone through the Local Safety Program selection process and selected for HSIP funding will be eligible for assistance through this effort. The technical study intends to assist subregional partners in preparing construction plans, specifications, and estimates (PS&E) for safety improvement projects selected under SJTPO's Local Safety Program. The consultant work for these projects will be co-managed by SJTPO and the subregions. The PS&E for each project shall be developed in coordination with SJTPO and the appropriate subregional partners, reviewed by the NJDOT Bureau of Local Aid (NJDOT-LA), NJDOT Bureau of Traffic Data and Safety, NJDOT Bureau of Environmental Program Resources (NJDOT-BEPR), where applicable, and FHWA. The consultants shall provide professional surveying, engineering, design and permitting services as necessary to prepare PS&Es. In addition, consultant support services may be required with design-related questions during construction. The consultants shall prepare complete engineering plans, specifications, and estimates on most of the projects under this technical study.

To further supplement the Technical Program, SJTPO will utilize Federal HSIP funding to support this consultant-led effort to help advance safety projects within the SJTPO region.

**Funding:**

***Five Points Roundabout***

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

*\$265,602.24 (FHWA-HSIP) Expended to Date with billing through October 14, 2022*

***Six Points Roundabout***

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

*\$283,955.63 (FHWA-HSIP) Expended to Date with billing through October 14, 2022*

**Project Manager:** Jennifer Marandino

## **22/402: Regional Trails Network – Feasibility Survey, Cape May County**

In partnership with state and national bicycle and pedestrian advocacy groups, as well as local governments, SJTPO has been working to advance a regional trails network in the four-county region. This began with a Communications and Marketing Plan in FY 2019.. Through this work, an initial need was identified to look at opportunities to deploy a network of trails on a larger scale than has been done in the past. Cape May County has an extensive and growing network of trails

across the southern and central portions of the county. Atlantic County has critical trails facilities on the ground or under investigation between Somers Point to the southeast and Camden County to the west, ultimately connecting to future facilities in Camden County and on to Philadelphia. There is a need to evaluate connectivity between Atlantic County's facilities in Somers Point and Cape May County's facilities in Woodbine and Dennis Township.

This task will fund a consultant-led assessment of right-of-way options between Atlantic and Cape May Counties' existing/funded trails facilities. The technical effort will give participating county and municipal governments a better understanding of the presence, ownership, and condition of rights-of-way to determine potential corridors for future development of this connecting bikeway. This will be a two-year effort to allow adequate time for public and stakeholder outreach and to accommodate the schedule of a similar effort in Atlantic County, whose lessons learned will inform the RFP for this study.

**Funding:**                      \$80,000 (FHWA-PL)  
    \$31,867.57 (FHWA-PL) *Expended to Date with billing through February 23, 2023*

**Project Manager:** Alan Huff

## **23/402: Maurice River Corridor Study**

The Maurice River corridor is an unusually pristine Atlantic coastal river with national and internationally essential resources. As part of the Atlantic Flyway, its clean waters and related habitats are vital to the migration of many bird species and 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 Pinelands 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 significant 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 and 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 most significant riverfront access potential for recreation and future greenway restoration initiatives while promoting economic development by offering connectivity to existing businesses, recreation resources, education centers, and entertainment amenities. This effort would lay the groundwork for the future connectivity of Cumberland County into the more extensive South Jersey Trails and Circuit Trails networks.

This effort will result in developing 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 high-level planning recommendations and various implementation strategies for the Maurice River corridor.

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

**Project Manager:** Taylor Waymire

## **23/403: FY 2023 Demographics Analysis**

The release of 2020 Census data has prompted a significant 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 required for transportation conformity. SJTPO frequently receives requests from outside entities for the official demographic forecasts for the four-county region it serves and 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 creating a new set of demographic forecasts that will incorporate the results of the 2020 Census, repercussions from the COVID-19 pandemic, and other material impacts on the regional economy since the last demographic projections were adopted in September 2019. This set of forecasts will include 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.

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

**Project Manager:** David Heller

## 23/405: SJTPO Regional Freight Plan

Freight is an issue of significant and increasing complexity and importance, given changes in supply chains and the broader economy. Federal transportation legislation greatly emphasizes freight, reiterated in multiple goals guiding SJTPO's long-range regional transportation, *RTP 2050*. In 2017, New Jersey developed its current Statewide Freight Plan, which will be updated in 2022. To put South Jersey on a solid 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, and SJTPO's project selection process. The objective is a Regional Freight Plan that will be integrated into the regional planning process.

SJTPO has been working to lay the groundwork for a Regional Freight Plan. 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 whole network, including roads, rail, bridges, ports, airports, intermodal facilities, and truck parking, and 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)  
\$22,058.48 (FHWA-PL) Expended to Date with billing through May 31, 2023

**Project Manager:** William Schiavi

## 23/406: Countywide Local Road Safety Plans

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 local context.

This technical study will develop four countywide local road safety plans that address the data-driven safety issues in Atlantic, Cape May, Cumberland, and Salem Counties, including the 68 municipalities within the SJTPO region. The effort will be modeled off the state SHSP with further guidance from FHWA resources and other countrywide efforts. 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, and identifying 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.

**Funding:** \$3,046,701 (FHWA-HSIP)  
\$148,753.65 (FHWA-PL) Expended to Date, 2023

**Project Manager:** Alan Huff