

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION Technical Advisory Committee (TAC) Meeting/Workshop

Monday, June 10, 2024, 10:00 a.m.

**Hybrid (In-person/Virtual)
SJTPO Conference Room (In-person) or GoToMeeting (Virtual)**

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AGENDA

1. **Roll Call**
2. **Public Comments** *Current Agenda Matters Only*
3. **Support for the Safe Routes to School (SRTS) Program Project List: Recommendation to Policy Board**

Presenter: Jenna Monaghan, Assistant Planner

NJDOT recently released a list of projects recommended for funding through the Safe Routes to Schools (SRTS) Program. The program is jointly administered by NJDOT and the MPOs. Six (6) SRTS projects were submitted in the SJTPO region, with three fully funded, totaling \$2.072 million, or 35 percent of the amount requested. A spreadsheet listing the projects funded in the SJTPO region, along with the Priority Rating for the Safe Routes to School Program, is attached.

Staff is seeking TAC recommendation to the Policy Board for the adoption of the SRTS Project List.

4. **Approving an MPO Boundaries and Coordination of Transportation Planning and Programming Memorandum of Understanding Between DVRPC, SJTPO, and WILMAPCO: Recommendation to Policy Board**

Presenter: Jennifer Marandino, Executive Director

The purpose of the Memorandum of Understanding (MOU) is to establish transportation planning and programming responsibilities related to portions of the neighboring urbanized areas that extend into and outside the MPO's boundary. Previously, two separate MOUs were established between DVRPC, SJTPO, and WILMAPCO, as well as between DVRPC and SJTPO. A single MOU is being advanced to reflect the changes resulting from the 2020 Census.

A portion of portion of the Philadelphia, PA-NJ-DE-MD Urbanized Area (UA) extends into New Castle County, Delaware, Cecil County, Maryland, and Salem County, New Jersey, crossing MPO boundaries of DVRPC, SJTPO, and WILMAPCO. Similarly, a portion of the Vineland, NJ UA that extends into Gloucester County, and a portion of the Hammonton, NJ UA that extends into Camden County, crossing the MPO boundaries of DVRPC and SJTPO.

The Year 2020 Census-defined Urbanized Area (UA) for Philadelphia, PA-NJ-DE-MD, Vineland, NJ, and Hammonton, NJ is delineated on the map entitled "DVRPC, SJTPO, and WILMAPCO

2020 Census Shared Urbanized Areas," which is made a part of the MOU.

Staff is seeking TAC recommendation to the Policy Board for approval of the MOU between DVRPC, SJTPO, and WILMAPCO related to the MPO Boundaries and Coordination.

5. **FFY 2024-2033 Transportation Improvement Program Modification: Recommendation to Policy Board**

Presenter: John Peterson, Subregional Program Specialist

NJ TRANSIT is requesting to add FFY 2024 CMAQ 5307 funds in the amount of \$21.0M to program DBNUM T120 (Small/Special Services Program) in the SJTPO region. NJ TRANSIT will be submitting this TIP action in eSTIP. The additional resources will be used for the purchase of compressed natural gas vehicles for the Atlantic City Jitney Association.

The funding source for this TIP action will be \$21.0M of FY2024 CMAQ 5307 funds.

This program provides funding for efforts that initiate or promote transit solutions to reduce congestion, manage transportation demand, and improve air quality. Funding is also provided for capital acquisition/operating expenses for the Community Shuttle Program, Bike/Transit facilitation, and other activities that improve air quality and help reduce congestion.

Staff is seeking TAC recommendation to the Policy Board for approval to add \$21.0 million from unobligated CMAQ 5307 funds to FFY 2024 for the purchase of CNG vehicles for the Atlantic City Jitney Association.

6. **FFY 2024-2033 Transportation Improvement Program Modification: Recommendation to Policy Board**

Presenter: John Peterson, Subregional Program Specialist

NJDOT has requested approval of seven (7) actions related to Statewide Programs. A Concurrence Memo along with the Cover Page associated with each eSTIP action is attached for reference for the listing of projects below:

- DBNUM X51 Pavement Preservation
- DBNUM 99327A Resurfacing, Federal
- DBNUM 13306 Mobility and Systems Engineering Program
- DBNUM 13323 Bridge Preventive Maintenance
- DBNUM 19370 Safety Programs
- DBNUM X30 Planning and Research, Federal-Aid
- DBNUM 03304 Bridge Deck/Superstructure Replacement Program

Staff is seeking TAC recommendation to the Policy Board for approval of a series of Modifications to the FFY 2024-2031 TIP, initiated by NJDOT related to Statewide Programs.

7. **FFY 2024-2033 Transportation Improvement Program Modification: Committee Action**

Presenter: John Peterson, Subregional Program Specialist

NJDOT has requested approval of **three (3) actions, two associated with Statewide Programs, and the third a project in the SJTPO region; each is requesting to** reduce/increase the programmed amount of funding in FFY 2024 by more than \$10 million, thus requiring a Committee Action. The programming levels are being changed to match the anticipated remaining FFY 2024 authorizations. A **revised** Concurrence Memo along with the Cover Page associated with each eSTIP action is attached for reference for the listing of projects below:

- DBNUM X201 Guiderail Upgrade
- DBNUM 15343 Intelligent Traffic Signal Systems

- **DBNUM 19369 Route 9, Chapman Blvd to Route 30 (Whitehorse Pike)**

*Staff is seeking approval from the TAC to change the amount of funding programmed for two Statewide Programs **and one SJTPO project** by more than \$10 million in FFY 2024. No formal approval is required by the Policy Board.*

8. **FFY 2024-2033 Transportation Improvement Program Administrative Modifications: Information Only**

Presenter: John Peterson, Subregional Program Specialist

NJDOT has requested approval of **nine (9)** actions to change the programmed amount of funding in FFY 2024. In some instances, funding is delayed, and in others, funding is increased or decreased within the established thresholds in MOU Statewide Procedures for TIP/STIP Revisions. A Concurrence Memo and the Cover Page associated with each eSTIP action are attached for reference. **A new Concurrence Memo and Cover Page have been added for DBNUM 14428.** As noted, the proposed actions are in the SJTPO region or related to Statewide Programs.

All listed below are within the thresholds for Administrative Modifications:

SJTPO region

- DBNUM 08371 Route 40, Atlantic County, Drainage
- DBNUM 18311 Route 9, Garden State Parkway to CR 559 (Mays Landing Road)
- DBNUM 17306 Route 55, Bridges over Route 47
- DBNUM 196A5 Route 40/322, Median Closures, Oakcrest Avenue to Spencer Avenue
- **DBNUM 14428 Route 30, Bridge over Duck Thorofare**

Statewide

- DBNUM X239A Sign Structure Rehabilitation/Replacement Program
- DBNUM 97008 High-Mast Light Poles
- DBNUM 17358 Bridge Maintenance Scour Countermeasures
- DBNUM X66 Traffic Monitoring Systems

No formal action is required of the SJTPO TAC or Policy Board.

9. **FFY 2024-2033 Transportation Improvement Program Informational Modification: Information Only**

Presenter: John Peterson, Subregional Program Specialist

NJDOT has approved an action for **DBNUM X35A1 Rail-Highway Grade Crossing Program, Federal**, to add HSIP funding for EC in FFY 24 in the amount of \$9.986M. Statewide Planning earmarked available HSIP funds for railroad construction projects in FFY 2024, thus necessitating the change. The Cover Page associated with the eSTIP action is included for reference.

No formal action is required of the SJTPO TAC or Policy Board.

10. **TAC Meeting Adjournment**

11. **Workshop – RTP Project Evaluation Process Review**

David Heller and Kent Schellinger will convene a workshop to discuss the SJTPO [Project Evaluation Process](#) and how this process will be utilized for project scoring for the RTP projects. The workshop will use real-project examples to provide a comprehensive understanding and deeper insights into this methodology.

SJTPO 2024 Safe Routes to School Program Recommended Projects (Listed in Rating Order)

Local Aid District	Applicant / Grant Recipient	County	Municipality	Project Name	Type of Improvement	Project Cost	Requested Amount	Application Rating	Equity Rating	Final Rating	Recommended Amount
District 4	Somers Point City	Atlantic County	Somers Point City	Somers Point School Safety Project	Pedestrian Safety	\$ 771,045.00	\$ 771,045.00	18	2	20	\$ 771,000
District 4	Upper Township	Cape May County	Upper Township	Upper Township School District Pedestrian and Bike Safety Project	Pedestrian Safety Bikeway	\$ 925,998.04	\$ 925,998.04	16.25	0	16.25	\$ 925,000
District 4	Linwood City	Atlantic County	Linwood City	City of Linwood Pedestrian Improvement Project	Pedestrian Safety	\$ 376,175.00	\$ 376,175.00	14.75	1	15.75	\$ 376,000
							TOTAL RECOMMENDED: \$ 2,072,000				
District 4	Northfield City	Atlantic County	Northfield City	Pedestrian and Bike Path widening and safety upgrades.	Pedestrian Safety	\$ 437,710.00	\$ 437,710.00	13	2	15	\$ -
District 4	Egg Harbor Township	Atlantic County	Egg Harbor Township	SRS 2024 - Sycamore Ave & Atlas Lane Rd Pedestrian Safety Improvements	Pedestrian Safety	\$ 1,659,542.50	\$ 1,500,000.00	11	1	12	\$ -
District 4	Lawrence Township	Cumberland County	Lawrence Township	Myron L. Powell School Pedestrian Safety Improvements	Pedestrian Safety	\$ 718,003.00	\$ 718,003.00	10	1	11	\$ -
District 4	Hamilton Township	Atlantic County	Hamilton Township	SRS 2024 - Denmead Drive Pedestrian Safety & Access Improvements	Pedestrian Safety	\$ 1,180,602.50	\$ 1,180,602.50	0	0	0	\$ -
							TOTAL REQUESTED: \$ 5,909,533.54				

Priority Rating for Safe Routes to School Program

2024 APPLICATION ASSESSMENT

PROGRAM REQUIREMENTS

1. **Resolutions of Support** (Yes = Proceed, No = Disqualified)
2. **Public ROW/School Board Letters/ Resolutions of Support** (Yes = Proceed, No = Disqualified)
3. **Maintenance Commitment** (Yes = Proceed, No = Disqualified)
4. **Responsible Charge** (Yes = Proceed, No = Disqualified)
5. **Distance to School** - Proposed project within two miles of a K-12 school (Yes = Proceed, No = Disqualified)

SECTION 1 (10 Points):

1. **Equal Access (0-2 pt)**
Is the school district a Schools Development Authority district? Is the project located in an Opportunity Zone and/or listed on the Targeted Urban Municipalities (TUMS) list?
2. **Sustainability (0-1 pt)**
Has the school or district participated in the NJ SRTS program at least at the Bronze level for the past two years?
3. **Planning Process (0-2 pts)**
Is a School Travel Plan attached that was completed within the last five years and contains all required elements?
4. **Institutional Support (0-1 pt)**
Does the school or the school district have a written policy, such as a School Wellness Policy, that supports walking and bicycling to school OR does the municipality have an adopted Complete Streets policy?
5. **Statewide Concerns (0-1 pt)**
Is there a railroad crossing or a state highway ramp crossing that will be improved as part of the project?
6. **Readiness to Build or Install (0-1 pt)**
Either ROW or utility relocations needed=0 points
No ROW or utility relocations needed= 1 point
7. **Authorization Performance (0-2 pts)**
Have projects been authorized by the applicant within the allotted timeframe on any previous Transportation Enhancement, Transportation Alternatives, or Safe Routes to School grants?

SECTION 2: (15 points)

1. **Comprehensive Approach (0-1 pt)**
Does the school or municipality already conduct any activities that promote walking and/or bicycling?
2. **Demonstrated Commitment (0-1 pt)**
Has the applicant recently implemented infrastructure projects to improve conditions for bicycling and walking?
3. **Connectivity (0-2 pts)**
Does the proposed project connect to an existing local (1 pt) or regional (2 pts) bicycle or pedestrian network?
4. **Documentation (0-2 pts)**
Is the project need well documented (through crash reports, photographs, maps, survey results, health statistics, crime statistics or reports, etc.)?

5. Safety (0-3 pts)

Does the project have the potential to make walking and bicycling to school safer?

- For one point: The project repairs, replaces, or renovates infrastructure which is in place.
- For two points: The project provides new infrastructure where there had been none; for instance, a new sidewalk.
- For three points: the project is part of a set of comprehensive improvements to improve safety (sidewalk, signage, and crosswalk improvements).

6. Physical Activity (0-3 pts)

Does the project have the potential to increase the number of students walking or bicycling to school?

- For zero points: The project does not have the potential to increase the number of students walking or bicycling to school.
- For one point: The project has the potential to increase the number of students walking or bicycling to school, and the number of students expected to benefit from the project is less than 25% of the student population.
- For two points: The project has the potential to increase the number of students walking or bicycling to school, and the number of students expected to benefit from the project is 50% or more of the student population.
- For three points: The project has the potential to increase the number of students walking or bicycling to school, and the number of students expected to benefit from the project is 75% or more of the student population.

7. Suitability (0-2 pts)

Does the project address the problem identified?

8. Evaluation (0-1 pt)

Does the project include a way to measure success that is included in the project schedule?

SECTION 3: (3 points)

1. Equity

Applications will be reviewed for deliberate and actionable considerations of equity in underserved communities. Consideration will be given to applications that provide additional benefits to a community or communities identified in the following categories: Title VI, Environmental Justice, Limited English Proficiency, and individuals with disabilities. Census tract data for these categories will be used to determine if a project meets the equity criteria. Projects are assigned up to three points.

Demographic data sets include:

- Percent Low-Income
- Percent Minority
- Less than high school education
- Linguistic isolation
- Individuals under age 5
- Individuals over age 64
- Individuals under age 18
- Individuals with Disabilities

TIE BREAKER (if needed):

1. Local Support (0-1 pt)

Are letters of support from others in the community attached to the application?

2. Effective Taxing Capacity

In the event the tiebreaker still results in a tie, the Effective Local Taxing Capacity will be used to break the tie.

MEMORANDUM OF UNDERSTANDING
MPO Boundaries and Coordination of Transportation Planning and Programming
Between
The Delaware Valley Regional Planning Commission (DVRPC),
The South Jersey Transportation Planning Organization (SJTPO),
and The Wilmington Area Planning Council (WILMAPCO)

Background and Purpose

The purpose of this Memorandum of Understanding (MOU) is to establish the Metropolitan Planning Organization (MPO) boundaries and transportation planning and programming responsibilities as they relate to the following Urban Areas (UA): the portion of the Philadelphia, PA-NJ-DE-MD UA that extends into New Castle County, Delaware, Cecil County, Maryland, and Salem County, New Jersey; the portion of the Vineland, NJ UA that extends into Gloucester County, New Jersey; and the portion of the Hammonton, NJ UA that extends into Camden County, New Jersey.

The Philadelphia PA-NJ-DE-MD UA includes portions of twelve (12) counties: Berks, Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties in Pennsylvania; Burlington, Camden, Gloucester, and Salem Counties in New Jersey; New Castle County in Delaware; and Cecil County in Maryland. The Vineland, NJ UA includes portions of Atlantic, Cumberland, and Gloucester Counties in New Jersey. The Hammonton, NJ UA includes portions of Atlantic and Camden Counties in New Jersey. DVRPC, SJTPO and WILMAPCO operate as independent MPOs within the Philadelphia, PA-NJ-DE-MD UA and DVRPC and SJTPO operate as independent MPOs in the Vineland, NJ UA and Hammonton, NJ UA. Each MPO is responsible for a specific planning area.

- The DVRPC planning area consists of Burlington, Camden, Gloucester, and Mercer Counties in New Jersey; together with Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties in Pennsylvania.
- The SJTPO planning area consists of Atlantic, Cape May, Cumberland, and Salem Counties in New Jersey.
- The WILMAPCO planning area consists of New Castle County in Delaware and Cecil County in Maryland.
- The shared DVRPC and WILMAPCO MPO boundary is now and has been coincident with the common boundaries between Delaware and Chester Counties, representing the DVRPC region; and New Castle and Cecil Counties representing the WILMAPCO region and is proposed to remain so.
- The shared WILMAPCO and SJTPO MPO boundary is now and has been coincident with the common boundary between New Castle County, representing the WILMAPCO region; and Salem County representing the SJTPO region and is proposed to remain so.
- The shared SJTPO and DVRPC MPO boundary is now and has been coincident with the common boundaries between Atlantic, Cumberland, and Salem Counties, representing the SJTPO region; and Camden and Gloucester Counties representing the

DVRPC region and is proposed to remain so.

- The Year 2020 Census-defined Urban Area for Philadelphia, PA-NJ-DE-MD, Vineland, NJ, and Hammonton, NJ is delineated on the map entitled "*DVRPC, SJTPO, and WILMAPCO 2020 Census Shared Urbanized Areas*" attached hereto and made a part of this MOU.

As required by Federal regulation pertaining to MPO boundaries, where part of a UA served by one MPO extends into an adjacent Metropolitan Planning Area, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs

With a population exceeding 200,000 in each of these planning areas, the DVRPC, SJTPO and WILMAPCO counties are MPOs designated as Transportation Management Areas (TMAs). TMA status includes additional planning requirements and Surface Transportation Block Group Program-Urban Allocation (STBGP-Urban) funding based on the UA population.

Responsibilities

- The MPO boundaries of DVRPC, SJTPO and WILMAPCO detailed above, will remain unchanged.
- DVRPC will assume planning and programming responsibility for the portion of the Philadelphia, PA-NJ-DE-MD UA in Burlington, Camden, and Gloucester Counties in New Jersey along with the portion of the Vineland, NJ UA in Gloucester County, New Jersey and Hammonton, NJ UA in Camden County, New Jersey. SJTPO will assume planning and programming responsibility for the portion of the Philadelphia, PA-NJ-DE-MD UA in Salem County, New Jersey as well as the portion of the Vineland, NJ UA in Atlantic and Cumberland Counties, New Jersey and the Hammonton, NJ UA in Atlantic County, New Jersey. WILMAPCO will assume planning and programming responsibility for the portion of the Philadelphia, PA-NJ-DE-MD UA in New Castle County, Delaware and Cecil County, Maryland. These responsibilities include but are not limited to:
 1. Unified Planning Work Program (UPWP) development and action
 2. Long-Range Transportation Plan (LRTP) development and updates
 3. Transportation Improvement Program (TIP) development and updates
 4. Traffic and Highway Performance Monitoring System (HPMS) data collection
 5. Travel demand modeling
 6. Air quality modeling and conformity determinations
 7. Special and corridor studies
 8. Congestion Management Process (CMP) planning and implementation
 9. Highway functional classification updates
 10. Transportation Performance Management target development and monitoring.

- DVRPC, SJTPO and WILMAPCO agree to abide by the methodologies and processes used to allocate federal funds, which are not affected by this MOU.
- STBGP-Urban funds will not be shared by the three MPOs and will continue to be allocated separately to each MPO.
- Each agency agrees to carry out all MPO and TMA transportation planning and programming processes in a continuing, cooperative and coordinated fashion. They agree to comply with federal planning regulations, including participating in quadrennial certification reviews by US DOT.
- Staff from the three MPOs will communicate regularly, share information, and meet as needed to foster cooperation and coordination.

Future Review

This agreement supersedes and replaces the previous MOUs between the three MPOs pertaining to the 2010 Decennial Census UA boundaries. This agreement will be revisited when one of the entities identifies the need for a review, but no later than 2033 or following the definition of 2030 UAs as a result of the year 2030 Decennial Census.

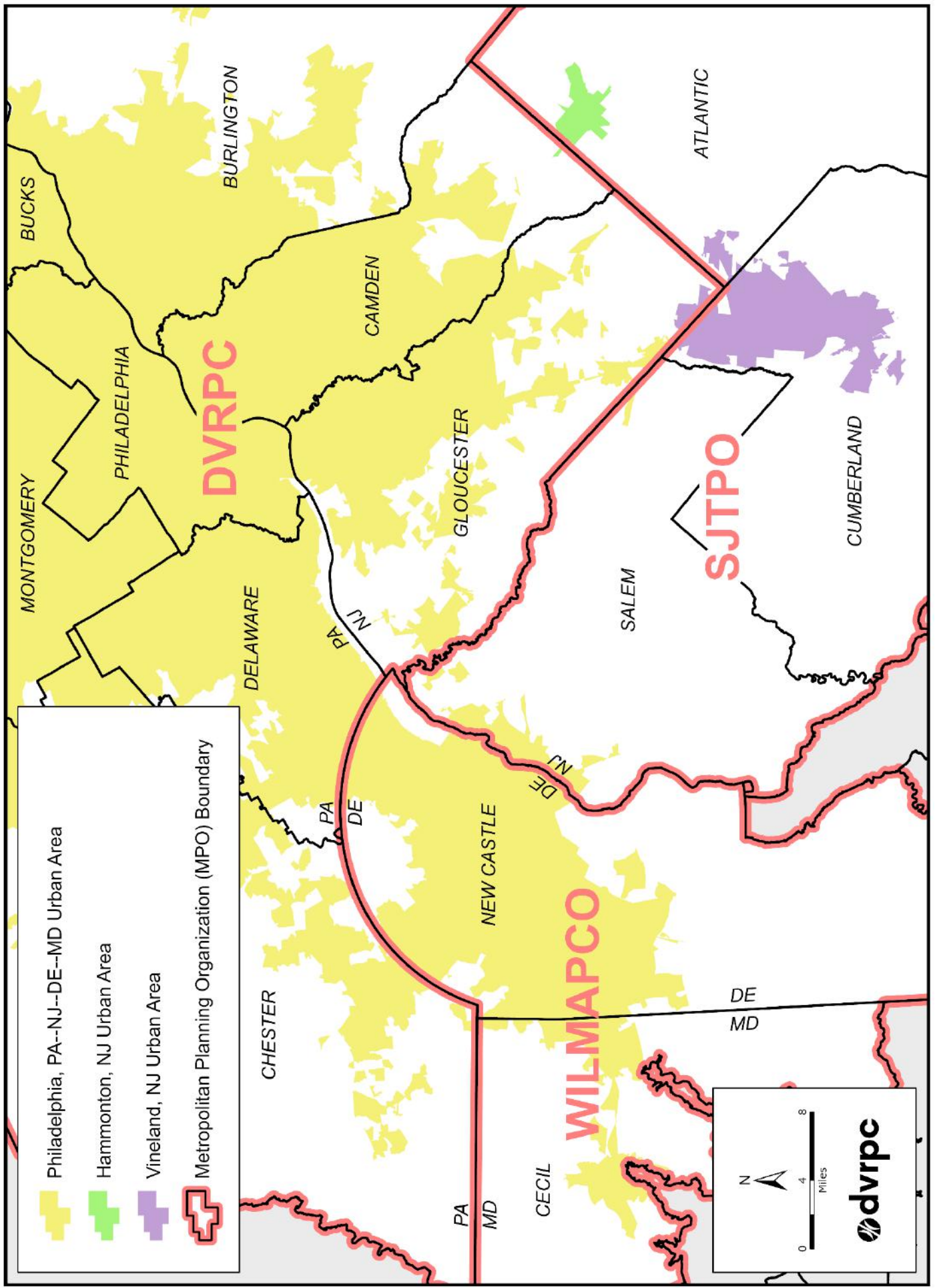
Agreed to this ____ day of _____, 2024 by:

Francis K. O'Connor
Chair, DVRPC Board

Leonard Desiderio
Chair, SJTPO Policy Board

John Sisson
Chair, WILMAPCO Council

DVRPC, SJTPO, and WILMAPCO 2020 Census Shared Urban Areas





Date: May 30, 2024, **Revised June 7, 2024**
To: Jennifer Marandino, Executive Director
From: John Peterson, Subregional Program Specialist
Re: Notice of Action
Modification to the FFY 2024 – 2033 TIP

TIP Modification Review – Policy Board Action Required

Under the joint Memorandum of Understanding of Statewide Procedures for TIP/STIP Revisions between the DVRPC, NJTPA, SJTPO, NJ TRANSIT, and NJDOT, a set of procedures is to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Section A of the MOU outlines the procedures and thresholds for Amendments and Section B describes the procedures and thresholds for various levels of Modifications.

The TIP modifications fall under the classification of a Minor Amendment and require Policy Board approval as outlined in the MOU. The project financials have been reviewed by SJTPO Capital Programming staff and found that fiscal constraint is maintained.

The seven (7) actions related to Statewide Programs should be brought to the June 10, 2024, TAC meeting for recommendation to the Policy Board for approval.

1. DBNUM X51 Pavement Preservation

NJDOT requests to increase and decrease the funding allocated to this Statewide Program. In the SJTPO region, this includes reducing NHPP funding for ERC in FFY 2024 from \$10M by \$2.705M to \$7.295M and reducing STBGP-FLEX funding for ERC in FFY 2024 from \$6M by \$6M to \$0M.

In DVRPC, the action will increase STBGP-FLEX funding for ERC in FFY 2024 from \$6M by \$26.675M to \$32.675M and the PP balance from \$1.153M by \$26.675M to \$27.828M. STATEWIDE, the action reduces NHPP funding for ERC in FFY 2024 from \$8M by \$4.1M to \$3.9M

The TIP Modification TIP MOD increases the balance to match the remaining PP authorizations. There are no more remaining FY 2024 SJTPO Pavement Preservation projects scheduled for authorization, therefore the remaining programmed funding will be redirected to other projects and programs authorizing in FY 2024. There is one remaining FY 2024 STATEWIDE Pavement Preservation project scheduled for authorization for \$3.9M, therefore the program was decreased to accommodate this project while providing resources to other FY 2024 authorizations.

This program will allow NJDOT to accomplish eligible federal pavement preservation activities on New Jersey's Interstate highway system and for pavement preservation on all other state-maintained roads, which help to keep New Jersey's highway system in a state of good repair. With timely preservation, the NJDOT can provide the traveling public with improved safety and mobility, reduced congestion, and smoother, longer-lasting pavements.



Date: May 30, 2024 / **Revised June 7, 2024**

Re: Notice of Action Modifications to the FFY 2024 – 2033 TIP

2. DBNUM 99327A Resurfacing, Federal

NJDOT requests to reduce NHPP funding for ERC in FFY 2024 from \$50M by \$48M to \$2M, in FFY 2025 from \$50M by \$5M to \$45M, in FFY 2026 from \$50M by \$5M to \$45M, and in FFY 2027 from \$35M by \$5M to \$30M.

The programming levels were reduced to match the anticipated remaining FY 2024 authorizations and to provide resources to other projects and programs authorizing in FY 2024.

Funding from this program provides design and construction of pavement resurfacing projects. This program also includes pavement recommendations, surveys, aerial photography, photogrammetry, base mapping, and engineering to prepare contract documents to advertise resurfacing projects. In addition, this program funds contractor services to construct resurfacing projects. Project lists are developed from the Pavement Management System and visual inspection of roadway segments needing repair. This program also funds preliminary engineering for pavement reconstruction projects. Guiderail end treatment upgrades, such as measures to absorb the energy of an impact, are funded.

3. DBNUM 13306, Mobility and Systems Engineering Program

NJDOT requests to increase NHPP funding for EC (Design and Construction) in FFY 2024 from \$13.466M by \$15.480M to \$28.946M.

The programming levels were increased to match the anticipated remaining FY 2024 authorizations, including the following projects:

Project Name	CON COST (Millions)
FIFA 2026 Meadowlands area ITS improvements Contract 1	\$3.500
FIFA 2026 Meadowlands area ITS improvements Contract 2	\$3.500
I-280 Smart and Connected Corridor	\$3.500
	\$10.500

This combined program seeks to improve mobility, including but not limited to Intelligent Transportation Systems (ITS), monitoring Work zone Mobility, and Advanced Traveler Information System (ATIS) programs. A combined program will allow for improved, cohesive, and sustainable planning, design, procurement, and deployment of operations strategies such as ITS technologies and ATIS. Federal mandates. This program also includes the review and development of new technology such as Connected Vehicle and the possible application, design, procurement, testing and deployment of such technologies. The development of contract documents and engineering plans for various projects and ITS contracts is also included. This program includes technical and engineering support needed for the Traffic Operations Centers development, enhancement, and maintenance of the existing ITS infrastructure, ATIS associated database and funding for Multimodal Transportation Coordination and Information Related Services.



Date: May 30, 2024 / **Revised June 7, 2024**

Re: Notice of Action Modifications to the FFY 2024 – 2033 TIP

4. DBNUM 13323 Bridge Preventive Maintenance

NJDOT requests to increase STBGP-FLEX funding for EC in FFY 2024 from \$10M by \$44.617M to \$54.617M. The action increases the balance to match the remaining authorizations, including the following projects:

Project Name	CON COST (Millions)
Bridge Preventive Maint. Contract 2023-1	\$10.000
Bridge Preventive Maint. Contract 2023-2	\$7.500
Bridge Preventive Maint. Contract 2023-3	\$10.000
US-40 over Inside Thorofare Final Design	\$2.700
NJ-47 over Grassy Sound Final Design	\$3.000
	\$33.200

This program provides funding for bridge preservation activities (including painting, deck repairs, and substructure repairs) as a means of extending structure life. Painting contracts shall include painting of steel on various structures, as an anti-corrosion measure, and will be awarded based on an approved list of bridges considering the availability and regional breakdown of funding. Preventive maintenance contracts shall include deck repairs, header reconstruction, curb reconstruction, joint resealing, substructure concrete repairs, and sealing of entire structures, with structures systematically prioritized by corridor or geographical area. Both painting and preventive maintenance contracts are awarded to preserve and prolong the useful service life of bridges, in accordance with the NJDOT Bridge Preventive Maintenance Program.

5. DBNUM 19370 Safety Programs

NJDOT requests to increase HSIP funding for ERC in FFY 2024 from \$5.584M by \$21.803M to \$27.387M. The action increases the balance to match the remaining authorizations, including the following projects:



Date: May 30, 2024 / Revised June 7, 2024

Re: Notice of Action Modifications to the FFY 2024 – 2033 TIP

Project Name	County	Sum of Modified HSIP Amount in Millions
2024 Statewide Utility Pole Relocation/Replacement	Various	0.15
2024 Utility Pole Relocation/Replacement (DVRPC)	Various	0.10
2024 Utility Pole Relocation/Replacement (NJTPA)	Various	0.20
2024 Utility Pole Relocation/Replacement (SJTPO)	Various	0.16
Passaic Ave, Ward Ave, Clifton City	Passaic	0.50
VRU Route 130, CR 543 (Beverly Rd) to Lagorce Blvd	Burlington	0.70
Rochelle Avenue	Bergen	0
Weymouth Malaga	Atlantic	0.5
Int. Impr. Prog. & Safety Corridor Prog. With ROW - South 2017 (Route 30 and Seagrove Ave./Central Ave. (CR 542) - Hammonton Township, Atlantic County, Route 130 and Riverton Road (CR 603) - Cinnaminson Township, Burlington County, Route 30 and Franklin Ave. (CR 692) - Berlin Borough, Camden County)	Multiple	2.00
VRU RT 1&9, Dennis Place to east Grand St, MP 42.79-44.52, Linden/Elizabeth, Union Co	Union	2.50
RT US 130 and Georges Road (CR 679) / Wheeling Road	Middlesex	9.80
Route NJ 34 & Allaire Road (Allenwood Circle)	Monmouth	1.07
Rt 1&9 (Tonnelle Avenue) at Manhattan Avenue Intersection (MP 53.92 to 55.93)	Hudson	0.70
		\$18.38M

This program uses Highway Safety Improvement Program (HSIP) funding to support eligible Safety Improvement Projects and Pedestrian Safety Improvement projects, including engineering, ROW and Construction activities intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects. Examples of some of these improvements are: safety improvements to install safety countermeasures such as utility pole mitigation, roundabouts, road diets, and other FHWA Proven Safety Countermeasures, including innovative technology – in order to reduce crashes and crash severities on New Jersey’s state roads. The state funding is intended for low cost safety improvement projects using in-house design and construction.

6. DBNUM X30 Planning and Research, Federal-Aid

NJDOT requests to increase SPR funding for PLS in FFY 2024 from \$39.784M by \$10.683M to \$50.467M and increase STBGP-FLEX funding for PLS in FFY 2024 from \$12M by \$8.244M to \$20.244M. The action increases the balance to match the remaining authorizations.



Date: May 30, 2024 / Revised June 7, 2024

Re: Notice of Action Modifications to the FFY 2024 – 2033 TIP

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

7. DBNUM 03304 Bridge Deck/Superstructure Replacement Program

NJDOT requests to increase STBGP-FLEX funding for ERC in FFY 2024 from \$18.886M by \$27.753M to \$46.639M. The action increases the balance to match the remaining authorizations, including the following projects:

UPC	Project Name	CON COST (Millions)	County
173130	Route 280 EB, Bridges over Passaic River	\$12.000	Morris
153160	Perkintown Road (CR 644), Bridge over Route 295	\$13.235	Salem
173150	North Munn Avenue, Bridge over Route 280	\$22.800	Essex
		\$48.035	

This program will provide funding for design and construction of deck preservation, deck replacement and superstructure replacement projects in various locations throughout the state. This is a statewide program which will address an approved priority listing of deficient bridge decks. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping and engineering.



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Pavement Preservation**

DBNUM: X51

TRACK #: SW-X51-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase, Project Cost decrease

ACTION TAKEN: In DVRPC, increases STBGP-FLEX funding for ERC in FFY 24 from \$6M by \$26.675M to \$32.675M
Increases DVRPC PP balance from \$1.153M by \$26.675M to \$27.828M
In SJTPO, reduces NHPP funding for ERC in FFY 24 from \$10M by \$2.705M to \$7.295M
In SJTPO, reduces STBGP-FLEX funding for ERC in FFY 24 from \$6M by \$6M to \$0M.
In STATEWIDE, reduces NHPP funding for ERC in FFY 24 from \$8M by \$4.1M to \$3.9M

REASON FOR CHANGE:

Please see attached sheet containing remaining FY 24 DVRPC PP projects. TIP MOD increases balance to match remaining PP authorizations.

There are no more remaining FY 24 SJTPO Pavement Preservation projects scheduled for authorization, therefore the remaining programmed funding will be redirected to other projects and programs authorizing in FY 24.

There is 1 remaining FY 24 STATEWIDE Pavement Preservation project scheduled for authorization in the amount of \$3.9M, therefore the program was decreased to accommodate for this project while providing resources to other FY 24 authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See DVRPC FY 24-33 Chart 7

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Resurfacing, Federal**

DBNUM: 99327A

TRACK #: SW-99327A-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reduces NHPP funding for ERC in FFY 24 from \$50M by \$48M to \$2M
Reduces NHPP funding for ERC in FFY 25 from \$50M by \$5M to \$45M
Reduces NHPP funding for ERC in FFY 26 from \$50M by \$5M to \$45M
Reduces NHPP funding for ERC in FFY 27 from \$35M by \$5M to \$30M

REASON FOR CHANGE:

Programming levels reduced to match anticipated remaining FY 24 authorizations and to provide resources to other projects and programs authorizing in FY 24.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Mobility and Systems Engineering Program**

DBNUM: 13306

TRACK #: SW-13306-3-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for EC in FFY 24 from \$13.466M by \$15.480M to \$28.946M

REASON FOR CHANGE:

Please see attached sheet containing remaining FY 24 authorizations. TIP MOD increases balance to match remaining authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Bridge Preventive Maintenance**

DBNUM: 13323

TRACK #: SW-13323-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases STBGP-FLEX funding for EC in FFY 24 from \$10M by \$44.617M to \$54.617M

REASON FOR CHANGE:

Please see attached sheet containing remaining FY 24 authorizations. TIP MOD increases balance to match remaining authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Safety Programs**

DBNUM: 19370

TRACK #: SW-19370-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases HSIP funding for ERC in FFY 24 from \$5.584M by \$21.803M to \$27.387M

REASON FOR CHANGE:

Please see attached sheet containing remaining FY 24 Safety Programs authorizations. TIP MOD increases balance to match remaining authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See NJTPA FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Planning and Research, Federal-Aid**

DBNUM: X30

TRACK #: SW-X30-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases SPR funding for PLS in FFY 24 from \$39.784M by \$10.683M to \$50.467M
Increases STBGP-FLEX funding for PLS in FFY 24 from \$12M by \$8.244M to \$20.244M

REASON FOR CHANGE:

TIP MOD increases balance to match remaining authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 14

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Bridge Deck/Superstructure Replacement Program**

DBNUM: 03304

TRACK #: SW-03304-2-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases STBGP-FLEX funding for ERC in FFY 24 from \$18.886M by \$27.753M to \$46.639M

REASON FOR CHANGE:

Please see attached sheet containing remaining FY 24 Bridge Deck projects. TIP MOD increases balance to match remaining authorizations.

MPO ACTION REQUIRED: Action requires MPO board approval

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



Date: June 10, 2024

To: Jennifer Marandino, Executive Director

From: John Peterson, Subregional Program Specialist

Re: Notice of Action
Modification to the FFY 2024 – 2033 TIP

TIP Modification Review – Committee Action Required

Under the joint Memorandum of Understanding of Statewide Procedures for TIP/STIP Revisions between the DVRPC, NJTPA, SJTPO, NJ TRANSIT, and NJDOT, a set of procedures is to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Section A of the MOU outlines the procedures and thresholds for Amendments and Section B describes the procedures and thresholds for various levels of Modifications.

The following modifications are necessary according to the NJDOT Project Manager. The revisions have been reviewed by SJTPO Capital Programming staff and have found that fiscal constraint is maintained.

The first two (2) actions are associated with Statewide Programs, while the third is a project in the SJTPO region, led by NJDOT. All actions are proposed to reduce/increase the programmed amount of funding in FFY 2024 by more than \$10 million. As such, the TIP actions fall within the MOU guidelines of Modification requiring **Committee Action**.

Revisions Requesting Modifications

1. DBNUM X201 Guiderail Upgrade

NJDOT is requesting to reduce NHPP funding for ERC (Design, Right of Way, and Construction) in FFY 2024 from \$24 M by \$11.584 M to \$12.416 M. Programming levels are being reduced to match anticipated remaining FFY 2024 authorizations and to provide resources to other projects and programs authorizing in FFY 2024.

This program provides funding for the design and construction of guiderail replacement, Statewide. Work performed is to systemically upgrade and replace guiderail and guiderail end treatments.

2. DBNUM 15343 Intelligent Traffic Signal Systems

NJDOT is requesting an increase to STBGP-FLEX funding for EC (Design and Construction) in FFY 2024 from \$3.5 M by \$12.802 M to \$16.302 M. The program funding is being increased in order to fund Route 23, Route 80 to CR 694 (Paterson Hamburg Turnpike), ATS C#1, located in Passaic County, which has a current CON (Construction) estimate of \$16.531 M.

This program includes technical and engineering support to maintain and operate NJDOT's intelligent traffic signal systems and the communication infrastructure that supports those systems. This program also includes annual training for the various traffic signal related software and procedures that are utilized by NJDOT staff.



Date: June 10, 2024

Re: Notice of Action – Modifications to the FFY 2024 – 2033 TIP

3. Route 9, Chapman Blvd to Route 30 (Whitehorse Pike)

NJDOT is requesting to increase NHPP funding for PE (Preliminary Engineering) in FFY 203 from \$6.75M by \$3.25M to \$10M. This project is a pavement reconstruction project and involves pavement, structures, Access, ROW, H & H, Bike/Ped, Safety, and Environmental issues which will need design expertise and much coordination which is labor intensive.

This project will provide the Pavement reconstruction for Route 9, Chapman Blvd to Route 30 (Whitehorse Pike), Pavement reconstruction to improve the existing condition of the pavement, ride quality, and structural capacity to carry expected future traffic load.

At the June 10, 2024, SJTPO Technical Advisory Committee (TAC) meeting, information regarding NJDOT’s request to change the amount of funding programmed for **DBNUM X201 Guiderail Upgrade, DBNUM 15343 Intelligent Traffic Signal Systems, and DBMUM 19369 Route 9, Chapman Blvd to Route 30 (Whitehorse Pike)** were presented.

On motion by _____ and seconded by _____, this action was _____.

Concurrence

Jennifer Marandino, SJTPO Executive Director

Date



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Guiderail Upgrade**

DBNUM: X201

TRACK #: SW-X201-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reduces NHPP funding for ERC in FFY 24 from \$24M by \$11.584M to \$12.416M

REASON FOR CHANGE:

Programming levels reduced to match anticipated remaining FY 24 authorizations and to provide resources to other projects and programs authorizing in FY 24.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Intelligent Traffic Signal Systems**

DBNUM: 15343

TRACK #: SW-15343-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases STBGP-FLEX funding for EC in FFY 24 from \$3.5M by \$12.802M to \$16.302M

REASON FOR CHANGE:

Program increased in order to fund Route 23, Rt 80 to CR 694 (Paterson Hamburg Turnpike), ATS C#1, located in Passaic County, current CON estimate of \$16.531M

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Route 9, Chapman Blvd to Route 30 (Whitehorse Pike)**

DBNUM: 19369

TRACK #: S-19369-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for PE in FFY 24 from \$6.75M by \$3.25M to \$10M

REASON FOR CHANGE:

This project is a pavement reconstruction project and involves pavement, structures, Access, ROW, H & H, Bike/Ped, Safety and Environmental issues which will need design expertise and much coordination which is labor intensive.

MPO ACTION REQUIRED: Committee

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 3

CONFORMITY:

PUBLIC INVOLVEMENT:



Date: May 30, 2024

To: Jennifer Marandino, Executive Director

From: John Peterson, Subregional Program Specialist

Re: Notice of Action Modification to the FFY 2024 – 2033 TIP

TIP Modification Review

In accordance with the joint Memorandum of Understanding of Statewide Procedures for TIP/STIP Revisions between the DVRPC, NJTPA, SJTPO, NJ TRANSIT, and NJDOT, a set of procedures is to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Section A of the MOU outlines the procedures and thresholds for Amendments and Section B describes the procedures and thresholds for various levels of Modifications.

The following modifications are necessary according to the NJDOT Project Manager. The revisions have been reviewed by SJTPO Capital Programming staff and it found that fiscal constraint is maintained. The TIP modifications, listed below, meet the MOU guidelines of an Administrative Modification, to be approved by the SJTPO Executive Director. In addition to these modifications, there is one (1) Informational Modifications for information only.

As such, the TIP modifications should be shared with TAC and considered as part of your Executive Director's Report for the upcoming Policy Board meeting. Project information and financial revisions are detailed in the text below.

Revisions Requesting Modifications

Administrative Modifications

1. DBNUM 08371 Route 40, Atlantic County, Drainage

NJDOT requested to delay NHPP funding for CON (Construction) for \$23.2M from FFY 2024 to FFY 2025, delay the RAISE funding for CON for \$20M from FFY 2024 to FFY 2025, and delay NHPP funding for CON for \$23.2M from FFY 2024 to FFY 2025. The proposed project has slipped from FFY 2024 to FFY 2025, resulting in the need for a change.

There are two noise wall locations with two different condo/townhouse communities (one at each end of the project). Therefore, coordination/meeting with both locations independently will be required to confirm Noise wall implantation. The grant agreement has had a first review by FHWA and those comments were addressed and sent back. We have resolved numerous comments made by FHWA and are unsure how many more months it will take to execute it.

2. DBNUM 18311 Route 9, Garden State Parkway to CR 559 (Mays Landing Road)

NJDOT requested to remove NHPP funding for DES (Design) in FFY 2024 in the amount of \$2.3M. PE (Preliminary Engineering) was STATE funded, and DES will also be STATE funded in the 2025 Capital Program, therefore the federal DES funding is no longer needed.



Date: May 30, 2024

Re: Notice of Action Modifications to the FFY 2024 – 2033 TIP

This project will provide multiuse path connectivity for pedestrians and bicyclists between Route 9 and the multiuse path on the GSP Bridge over Great Egg Harbor Bay. The following federal appropriations were repurposed for this project: DEMO ID# NJ 134 & 185.

3. **DBNUM 17306 Route 55, Bridges over Route 47**

NJDOT requested to delay BFP funding for DES for \$2.5M from FFY 2024 to FFY 2025, with the project timeline slipping by six months because of delays in environmental activities.

This project will replace and widen both the Northbound and Southbound structurally deficient bridges.

4. **DBNUM 196A5 Route 40/322, Median Closures, Oakcrest Avenue to Spencer Avenue**

NJDOT requested to remove NHPP funding for DES in FFY 2024 for \$2.5M. PE was STATE funded, and DES will also be STATE funded in the 2025 Capital Program, therefore the federal DES funding is no longer needed.

This project will improve safety and traffic operations along the Route 40/322 corridor through the closure and/or modification of median openings. The project also includes installation of sidewalk and median fencing to improve pedestrian connectivity and safety.

5. **DBNUM X239A Sign Structure Rehabilitation/Replacement Program**

NJDOT requested to reduce STBGP-FLEX funding for ERC (Design, Right of Way, and Construction) in FFY 2024 from \$1M by \$0.9M to \$0.1M. The programming levels were reduced to match the anticipated remaining FFY 2024 authorizations and to provide resources to other projects and programs authorizing in FY 2024.

This program funds the rehabilitation and replacement of existing VMS (variable message signs), overhead, and cantilever sign structures located on state highways. This program will also provide funding for recommendations, survey, aerial photography, photogrammetry, base mapping, and engineering.

6. **DBNUM 97008 High-Mast Light Poles**

NJDOT requested to reduce NHPP funding for ERC in FFY 2024 from \$1M by \$1M to \$0M and reduce STBGP-FLEX funding for ERC in FFY 2024 from \$1M by \$0.9M to \$0.1M. The programming levels were reduced to match the anticipated remaining FY 2024 authorizations and to provide resources to other projects and programs authorizing in FY 2024.

This program will provide funding for upgrading or replacement of high mast light towers to meet current standards.

7. **DBNUM 17358 Bridge Maintenance Scour Countermeasures**

NJDOT requested to reduce NHPP funding for ERC in FFY 2024 from \$4.355M by \$4.355M to \$0M and reduce STBGP-FLEX funding for ERC in FFY 2024 from \$3.484M by \$3.484M to \$0M. Programming levels were reduced to match anticipated remaining FY 2024 authorizations and to provide resources to other projects and programs authorizing in FY 2024.



Date: May 30, 2024

Re: Notice of Action Modifications to the FFY 2024 – 2033 TIP

This is an ongoing program to proactively install scour countermeasures on the worst scour critical bridges. Scour countermeasures will protect bridges from storms and flooding events which can undermine their substructures.

8. DBNUM X66 Traffic Monitoring Systems

NJDOT requested to increase NHPP funding for PLS (Planning Study) in FFY 2024 from \$12M by \$8.250M to \$20.250M. The TIP action increases the balance to match the remaining TMS authorizations, including the following projects:

Project Name	CON COST (Millions)
SLD	\$0.325
NJ LRS	\$0.500
AADT	\$0.400
HPMS	\$0.500
HPMS (New Contract)	\$0.300
Route Coordinator	\$0.500
TMS Data Collection Cycle Year 3	\$8.975
	\$11.500

This program provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams, annual Highway Performance Monitoring System reporting; and local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; to initiate/update a Roadway Digital Imaging Program; to fund data sets preparation to operate Safety Analyst software.

Informational Modification

1. DBNUM: X35A1, Rail-Highway Grade Crossing Program, Federal

NJDOT completed an action to add HSIP funding for EC in FFY 2024 in the amount of \$9.986M. Statewide Planning earmarked available HSIP funds for railroad construction projects in FY 2024, thus requiring the change.

This program will provide funding for the elimination of hazards at rail-highway grade crossings, the rehabilitation of grade crossing surfaces, and the installation of protective warning devices for roadways both on and off the federal-aid system. Funding will also be provided for the traffic control items required during the construction work and the installation of advance warning signs and pavement markings at all highway-rail grade.



Date: May 30, 2024

Re: Notice of Action Modifications to the FFY 2024 – 2033 TIP

Staff Recommendation

As the Subregional Program Specialist, I recommend the approval of the eight (8) Administrative Modifications listed above and provide you with the Informational Modifications for information only.

Concurrence

Jennifer Marandino, SJTPO Executive Director

5/30/2024

Date



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Route 40, Atlantic County, Drainage**

DBNUM: 08371

TRACK #: S-08371-1-M-2024

TYPE OF PROJECT CHANGE: Project Phase Slippage

ACTION TAKEN: Delays NHPP funding for CON in the amount of \$23.2M from FFY 24 to FFY 25
Delays RAISE funding for CON in the amount of \$20M from FFY 24 to FFY 25

REASON FOR CHANGE:

The PM has provided a reason for the delay:

There are two noise wall locations with two different condo/townhouse communities (one at each end of the project). Therefore, coordination/meeting with both locations independently will be required to confirm Noise wall implantation.

The grant agreement has had a first review by FHWA and those comments were addressed and sent back. We have resolved numerous comments made by FHWA and unsure how many more months it will take to execute it.

Based on the VE workshop that we held late last summer, our construction staging has been modified. Additional coordination to make sure the change is acceptable has occurred and the designer is now updating the plans accordingly.

The township has requested another Public Information Center. The Township MUA has agreed to meet with my designer to agree on an adjusted location for their sanitary main. Their request to install at the centerline is not feasible due to the installation of sheeting at the centerline for the length of the project.

Atlantic Offshore Wind has submitted initial draft permit plans to the Department for review. We met with them and will be sharing portions of our plans so they can coordinate construction of their facilities. Their initial submitted plan was to install a 4'x6' conduit box roughly 3' below the roadway surface. This is not feasible - there are gravity fed utility lines that need to be in this space and therefore, Offshore Wind would need to place their facilities down deeper (around 6'). They indicated this may be problematic due to the heat that their facilities give off based on the depth.

There are significant challenges in acquiring ROW by fall 2024 with few variables that are working against us at this time.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 2

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Route 9, Garden State Parkway to CR 559 (Mays Landing Road)**

DBNUM: 18311

TRACK #: S-18311-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Removes NHPP funding for DES in FFY 24 in the amount of \$2.3M

REASON FOR CHANGE:

PE was STATE funded, and DES will also be STATE funded in the 25 Capital Program, therefore the federal DES funding is no longer needed.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 1

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Route 55, Bridges over Route 47**

DBNUM: 17306

TRACK #: S-17306-1-M-2024

TYPE OF PROJECT CHANGE: Project Phase Slippage

ACTION TAKEN: Delays BFP funding for DES in the amount of \$2.5M from FFY 24 to FFY 25

REASON FOR CHANGE:

Project slipped by 6 months because of delays in environmental activities

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 1

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Route 40/322, Median Closures, Oakcrest Avenue to Spencer Avenue**

DBNUM: 196A5

TRACK #: S-196A5-1-M-2024

TYPE OF PROJECT CHANGE:

ACTION TAKEN: Removes NHPP funding for DES in FFY 24 in the amount of \$2.5M

REASON FOR CHANGE:

PE was STATE funded, and DES will also be STATE funded in the 25 Capital Program, therefore the federal DES funding is no longer needed.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 1

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Sign Structure Rehabilitation/Replacement Program**

DBNUM: X239A

TRACK #: SW-X239A-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reduces STBGP-FLEX funding for ERC in FFY 24 from \$1M by \$.9M to \$.1M

REASON FOR CHANGE:

Programming levels reduced to match anticipated remaining FY 24 authorizations and to provide resources to other projects and programs authorizing in FY 24.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **High-Mast Light Poles**

DBNUM: 97008

TRACK #: SW-97008-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reduces NHPP funding for ERC in FFY 24 from \$1M by \$1M to \$0M.
Reduces STBGP-FLEX funding for ERC in FFY 24 from \$1M by \$.9M to \$.1M

REASON FOR CHANGE:

Programming levels reduced to match anticipated remaining FY 24 authorizations and to provide resources to other projects and programs authorizing in FY 24.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Bridge Maintenance Scour Countermeasures**

DBNUM: 17358

TRACK #: SW-17358-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost decrease

ACTION TAKEN: Reduces NHPP funding for ERC in FFY 24 from \$4.355M by \$4.355M to \$0M

Reduces STBGP-FLEX funding for ERC in FFY 24 from \$3.484M by \$3.484M to \$0M

REASON FOR CHANGE:

Programming levels reduced to match anticipated remaining FY 24 authorizations and to provide resources to other projects and programs authorizing in FY 24.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Traffic Monitoring Systems**

DBNUM: X66

TRACK #: SW-X66-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases NHPP funding for PLS in FFY 24 from \$12M by \$8.250M to \$20.250M

REASON FOR CHANGE:

Please see attached sheet containing remaining FY 24 Traffic Monitoring Systems authorizations. TIP MOD increases balance to match remaining TMS authorizations.

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See STATEWIDE FY 24-33 Chart 8

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Rail-Highway Grade Crossing Program, Federal**

DBNUM: X35A1

TRACK #: SW-X35A1-3-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Adds HSIP funding for EC in FFY 24 in the amount of \$9.986M

REASON FOR CHANGE:

Statewide Planning earmarked available HSIP funds for railroad construction projects in FY 24

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See NJTPA FY 24-33 Chart 14

CONFORMITY:

PUBLIC INVOLVEMENT:



Date: June 6, 2024
To: Jennifer Marandino, Executive Director
From: John Peterson, Subregional Program Specialist
Re: Notice of Action Modification to the FFY 2024 – 2033 TIP

TIP Modification Review

In accordance with the joint Memorandum of Understanding of Statewide Procedures for TIP/STIP Revisions between the DVRPC, NJTPA, SJTPO, NJ TRANSIT, and NJDOT, a set of procedures is to be used for processing and implementing revisions to the Regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Section A of the MOU outlines the procedures and thresholds for Amendments and Section B describes the procedures and thresholds for various levels of Modifications.

The following modifications are necessary according to the NJDOT Project Manager. The revisions have been reviewed by SJTPO Capital Programming staff and it found that fiscal constraint is maintained. The TIP modifications, listed below, meet the MOU guidelines of an Administrative Modification, to be approved by the SJTPO Executive Director.

As such, the TIP modification should be shared with TAC and considered as part of your Executive Director's Report for the upcoming Policy Board meeting. Project information and financial revisions are detailed in the text below.

Revision Requesting Modifications

Administrative Modification

1. **DBNUM 14428 Route 30, Bridge over Duck Thorofare**


NJDOT requested to increase BFP funding for DES in FFY 2024 from \$2.2M by \$1.575M to \$3.775M.

Initiated from the Bridge Management System, the project will replace the movable bridge, built in 1946 and modified in 1989. The bridge is in Atlantic City, Atlantic County.

Staff Recommendation

As the Subregional Program Specialist, I recommend the approval of the Administrative Modification listed above and provide you with the Informational Modifications for information only.

Concurrence



Jennifer Marandino, SJTPO Executive Director

6/6/2024

Date



State of New Jersey

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

MPO: **SJTPO**

PROJECT: **Route 30, Bridge over Duck Thorofare**

DBNUM: 14428

TRACK #: S-14428-1-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Increases BFP funding for DES in FFY 24 from \$2.2M by \$1.575M to \$3.775M

REASON FOR CHANGE:

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See SJTPO FY 24-33 Chart 3

CONFORMITY:

PUBLIC INVOLVEMENT:



State of New Jersey

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

MPO: **Statewide**

PROJECT: **Rail-Highway Grade Crossing Program, Federal**

DBNUM: X35A1

TRACK #: SW-X35A1-3-M-2024

TYPE OF PROJECT CHANGE: Project Cost increase

ACTION TAKEN: Adds HSIP funding for EC in FFY 24 in the amount of \$9.986M

REASON FOR CHANGE:

Statewide Planning earmarked available HSIP funds for railroad construction projects in FY 24

MPO ACTION REQUIRED: Administrative action

FISCAL CONSTRAINT:

Comments: See NJTPA FY 24-33 Chart 14

CONFORMITY:

PUBLIC INVOLVEMENT:

