

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
Technical Advisory Committee Meeting**

Monday, July 8, 2024, 10:00 a.m.

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

Join the meeting from your computer, tablet, or smartphone:

<https://global.gotomeeting.com/join/588355525>

Dial in using your phone

United States (Toll-Free): +1 (877) 309-2073 United States: +1 (646) 749-3129

Access Code: 588-355-525

AGENDA

1. **Roll Call**
2. **Public Comments** *Current Agenda Matters Only*
3. **Minutes Approval – May 13, 2024 and June 10, 2024**
4. **Revised SJTPO Organizational Structure: Recommendation to the Policy Board**

Presenter: Jennifer Marandino, Executive Director

The SJTPO Policy Board adopted the existing organizational chart at their September 25, 2017, meeting. Although there have been a few minor adjustments due to personnel changes, the fundamental structure has not changed since adoption. New proposed changes include relocating the Safety Education & Outreach work under the Safety Initiatives & Complete Streets Program and moving the Public Outreach, Title VI, and Equity efforts outside the Program Management and Transportation Planning framework. Additionally, Jenna Monaghan requested to shift her focus from resiliency and transit planning to safety and bicycle/pedestrian planning. Consequently, the Assistant Planner will be relocated to the Safety Initiatives & Complete Streets Program, and the Principal Planner will be moved to the Regional Planning & System Performance Program.

The existing and revised organizational charts are attached for reference.

Staff is seeking TAC recommendation of Policy Board approval of the revised SJTPO Organizational Chart.

5. **Amendment to SJTPO's FY 2025 UPWP to add funds for various tasks within the Technical Program: Recommendation to the Policy Board**

Presenter: Jennifer Marandino, Executive Director

SJTPO has submitted a request to NJDOT to modify the task order associated with the FY 2025 UPWP. The specific request is to add a total of \$2,157,000 and create four new tasks within the Technical Program and increase the budget for existing Task 25/402 South Jersey Travel Demand Model Recalibration. \$700,000 of the \$2,157,000 will be given to DVPRC to add SJTPO to their existing On-Board and Household Travel Surveys effort in their FY 2025 UPWP.

The additional funds will be made available to SJTPO by the New Jersey Department of Transportation (NJDOT) from previous FHWA unobligated Planning (PL) funds (\$2,075,636 = SJTPO \$1,375,636 / DVRPC \$700,000) and \$81,363.63 of SJTPO's allocation of the FHWA Set-Aside Increasing Safe and Accessible Transportation Options Set-Aside for FY 2025. The request letter to NJDOT is attached for reference, providing details on each of the proposed tasks.

Staff is seeking TAC recommendation of Policy Board approval of an Amendment to SJTPO's FY 2025 UPWP to add unobligated PL and PL Set-Aside funds for various tasks within the Technical Program.

6. **Approving a Revised SJTPO Project Evaluation Process: Recommendation to the Policy Board**

Presenter: David Heller, Program Manager

As a part of the RTP 2050 update, SJTPO has updated the Project Evaluation Process used to select projects for inclusion in the TIP and RTP. The TIP includes projects programmed in the near term, years 1-10, whereas the RTP also encompasses projects programmed for years 11 and beyond. There are distinct differences between these two project timelines, necessitating tailored evaluation approaches. The new dual approach recognizes that near-term projects (years 1-10) can be assessed with greater accuracy and detail due to the availability of comprehensive information. In contrast, long-term projects (11+ years) are evaluated more broadly, focusing on their potential impact and alignment with strategic emphasis areas, given the limited information available.

SJTPO staff held a workshop with TAC members in June 2024, incorporated substantive feedback, and fine-tuned based on internal discussions. The resulting dual approach is attached for consideration and approval in advance of approval of the RTP 2050 update. This new Project Evaluation Process has been used to score projects in years 1-10 and years 11+ for inclusion in the RTP 2050 update.

Staff is seeking TAC recommendation of Policy Board approval of SJTPO's Project Evaluation Process, which has been revised to reflect a dual approach to ensure that both near- and longer-term projects are effectively evaluated within the process.

7. **Approving a Subcontract Agreement for No Cost Time Extension for the Countywide Local Road Safety Plan effort: Recommendation to the Policy Board**

Presenter: Jenna Monaghan, Assistant Planner

Greenman-Pedersen, Inc. (GPI), is currently under contract to develop and implement four Countywide Local Road Safety Plans for each county. The plans will address each county's unique safety needs and local jurisdictions. The original contract was fully executed, with a Notice to Proceed on September 21, 2022, for a two-year effort with an anticipated contract end date of September 15, 2024. The consultant-led effort is nearing completion, with the final deliverable of the individual county plans to be completed in August/September. As part of the plan requirements, each plan will be brought before the respective Board of Commissioners for consideration of approval in August or September 2024. A No Cost Time Extension through the end of the year (December 31, 2024) is requested to allow ample time to present before each County Commissioner board and complete a presentation to the SJTPO TAC and Policy Board.

The proposal includes extending the contract for a third year, noted as Part C in the proposal, which will provide ongoing support for the Plans and support to counties and municipalities in seeking funding for projects that support substantively safety. This will be the subject of an additional contract modification in September.

8. **Demographic Projections for RTP 2050 update: Discussion with Possible Recommendation to the Policy Board**

Presenter: David Heller, Program Manager

After the Policy Board approved the Demographic Projections at the Municipal (MCD) level for the RTP 2050 update, the consultant discovered an error in the data, resulting in household populations being slightly larger than the total population for some municipalities. As such, slight revisions were made to the 2020 population base year, total household population, and average household size. A complete set of demographic projections including revised 2020 population numbers, population in households, and average household size, is attached. In addition, a Technical Memorandum explaining this error and rectification of the error is attached. The revisions did not affect projections of population, number of households, or employment, as approved by the Policy Board on May 28, 2024.

The information is shared as information, but TAC can determine if the revisions warrant a revised approval of demographic projections at the municipal (MCD) level from the Policy Board.

9. **Seasonal Population and Employment Projections for RTP 2050 update: Recommendation to the Policy Board**

Presenter: David Heller, Program Manager

The SJTPO Policy Board approved the Demographic Projections at the Municipal (MCD) level for the RTP 2050 update on May 28, 2024, through Resolution 2405-11. Approval of seasonal population and employment projections for counties and MCDs was not initially included as they were not yet prepared. The consultant has subsequently prepared the seasonal projections, which cover 2020 through 2060 and are given in five-year increments. Results of the 2020 Census have been incorporated, as well as input and feedback from TAC members. These demographic projections will serve as the "latest planning assumptions" for the update of the RTP and beyond. The seasonal projections and an explanatory memo are attached.

Staff is seeking TAC's recommendation for the Policy Board's approval of Seasonal Population and Employment Projections at the municipal (MCD) level for the RTP 2050 update.

10. **SJTPO Local Lead Project Status: Information Only**

Presenter: John Peterson, Subregional Program Specialist

The FFY 2024 Local Lead Project Status Chart is attached. The chart includes the 2024 HSIP and CMAQ/CRP projects, separately displayed in two additional project charts.

No formal action is required as this has been shared as information only.

11. **Technical Program: Update**

Presenter: Jennifer Marandino, Executive Director

SJTPO currently has four (4) active technical studies: Countywide Local Road Safety Plans, Local Safety Program Design Assistance associated with the Cumberland County Bicycle and Pedestrian Safety Action Plan, Air Quality Technical Assistance, and the Regional Pavement Condition Data Collection are ongoing or recently kicked off.

The attached memo (dated June 28, 2024) provides information regarding the status of all technical program efforts.

No formal action is required as this has been shared as information only.

12. **Cross County Connection: Update**

An update on the current and future work program deliverables of interest to the region will be provided at the meeting.

13. **New Jersey Office of Planning Advocacy: Update**

An update on the current and future work program deliverables of interest to the region will be provided at the meeting.

14. **Other Updates**

Central Staff

- Subregional Planning Work Program invoices and final deliverables
- Congestion Management Process (CMP) Public Comment Period

Member Agencies

15. **Adjournment**

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEETING
SJTPO Office 817 East Landis Avenue, Vineland, N.J.
In-Person – Virtual "GoToMeeting"
May 13, 2024 – 10:00 A.M.**

Matt Pisarski called the meeting to order at 10:00 a.m.

1. **Roll Call of Attendance** (*virtually unless otherwise noted*)

Voting Members:

James Rutala, Atlantic City
Leslie Gimeno, Cape May County
Matt Pisarski, Cumberland County *in-person*
Andrew Clark, NJDOT
James McKelvie, Salem County
Steve Mazur, SJTA

Ranae Fehr, Atlantic County *in-person*
Kathleen Hicks, City of Vineland *in-person*
Brent Van Lith, DRBA
Michael Swan, NJ TRANSIT
George Savastano, Sea Isle City

Also, in attendance:

Robert Church, Cape May County
David Maillet, City of Vineland *in-person*
Stephanie Wakeley, City of Vineland *in-person*
Farzana Ahmed, NJDOT
Louis Joyce, SJEDD
Jennifer Marandino, SJTPO *in-person*
William Schiavi, SJTPO *in-person*
Kent Schellinger, SJTPO *in-person*
Nancy Hammer, SJTPO *in-person*

Robert Scardamalia, RLS Demographics
Kristen McLaughlin, CCC TMA
Jason Simmons, FHWA *in-person*
Dan Corrigan, SJTA
Nancy Ridgway, Public
Melissa Melora, SJTPO *in-person*
David Heller, SJTPO *in-person*
John Peterson, SJTPO *in-person*

2. **Public Comments**

No comments were received.

3. **Minutes Approval – March 11, 2024**

On motion by Ranae Fehr and seconded by Kathie Hicks the minutes of March 11, 2024, were unanimously approved.

4. **Adoption of SJTPO's Public Involvement: Recommendation to Policy Board**

Melissa Melora explained that the PIP outlines SJTPO's public outreach process. Several significant revisions were made to the PIP.

Ms. Melora explained that based on updated guidance from federal partners, SJTPO could use federal funds to incentivize public outreach activities, so language was included in the PIP to make that known. Ms. Melora added that staff evaluated the public meeting requirements for the Congestion Management Process. The minimum 30-day public comment period will still be required when changes occur, but a public meeting is no longer required. Ms. Melora stated that the list of libraries to which specific documents are sent was refined and that, moving forward, at least one library in each county will receive SJTPO's specific documents for in-library viewing.

Ms. Melora explained that a public comment period for the PIP was held from Tuesday, March 12th,

through Friday, April 26th, which meets the 45-day minimum public comment period. The public meeting was held on Wednesday, April 10th. Ms. Melora noted that this meeting was the first time SJTPO offered light refreshments for those participating in person. Ms. Melora pointed out that although no public members attended in person, a few attended virtually.

Ms. Melora noted that no comments were received that required a response. However, people did complete the online survey geared at helping SJTPO understand how to strengthen public outreach efforts. Ms. Melora noted that the survey results were included in Appendix H or page 55 of the PIP.

On motion by George Savastano and second by Ranae Fehr, the TAC unanimously approved the recommendation to the Policy Board.

5. **Approval of Demographic Projections for RTP 2050 update: Recommendation to Policy Board**

David Heller explained that SJTPO retained a consultant to prepare demographic projections for the SJTPO region, which cover 2020 through 2060 in five-year increments. The demographic projections, which include estimates for population, number of households, population in households, average household size, and employment projections were included in the TAC packet.

Mr. Heller stated that the results of the 2020 Census have been incorporated as well as input and feedback from TAC members. These demographic projections will serve as the "latest planning assumptions" for the update of the RTP and beyond. He noted that the year-round projections and an explanatory memo were also included in the TAC packet.

Mr. Heller explained that in summary, the overall year-round population projections are projected to decline by approximately 6% between now (2020) and 2060, while employment is projected to increase between now (2020) and 2060 by approximately 22% regionwide. He added that more detailed information on how these projections were prepared is included in a series of technical memoranda which he could make available should anyone have an interest in reviewing them.

Jason Simmons stated that he attended the Demographic Projections workshop and felt that it was informative, and the consultant did a very good job explaining the rationale behind the projections.

On motion by Kathleen Hicks and second by Matt Pisarski, the TAC unanimously approved the recommendation to the Policy Board.

6. **Consultant Selection for Regional Pavement Condition Data Collection: Recommendation to Policy Board**

William Schiavi explained that for the Regional Pavement Condition Data Collection Technical study, staff sought consultant assistance to collect, process, and map pavement condition data on approximately 2,100 roadway miles. This would also include the region's county-owned roads and the municipal-owned roads for Atlantic City and Vineland.

Mr. Schiavi stated that this work is included in the FY 2025 UPWP (which begins July 1, 2024), identified as Regional Pavement Condition Data Collection with a budget of approximately \$418,000.

Mr. Schiavi explained that the RFP was released in mid-February 2024, with proposals due in late March, with six (6) proposals received. He added that the Consultant Selection Committee members represented SJTPO, the City of Vineland, and Atlantic and Cumberland Counties.

He stated that after the initial scoring round, the Committee decided to interview the top three ranked firms. Following these interviews, Michael Baker International, in association with TechniQuest Corporation (DBE firm), was selected to advance the technical effort.

He noted that the initial cost proposal for the full scope of work, excluding the optional services, was approximately \$417,000 which is slightly under the budget. Mr. Schiavi continued and explained that SJTPO asked Michael Baker to revise its scope and cost estimate to only include Tasks 1 & 2 (project coordination and pavement data collection). The scope and budget for Tasks 3 and 4, along with any other services will be further negotiated.

He explained that the revised cost proposal was approximately \$341,000 compared to the budget of approximately \$418,000. The DBE participation is close to the DBE goal. He added that Michael Baker International is committed to meeting that DBE goal (9.95%), with the additional tasks.

Mr. Schiavi stated that as Tasks 1 and 2 proceed, the remaining project parts Task 3 and 4, and any other services would be negotiated. He noted that this would allow SJTPO to work with the subregional partners on their individual needs related to those tasks and Other Services. He added that Task 3 is for Ancillary Data Collection, Task 4 is for Data Integration, and Optional Services include Pavement Management System Implementation and Analysis, and the Pavement Management Software Subscription for subregional partners.

Mr. Schiavi stated that SJTPO is confident that an agreement will be made on all outstanding scope and cost items, and that Michael Baker will complete this project successfully and on time.

On motion by James Rutala and second by Ranae Fehr, the TAC unanimously approved the recommendation to the Policy Board.

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

John Peterson explained that NJ TRANSIT has requested to move the prior year, unobligated funds to the FFY 2024 funding year associated with DBNUM T135 Preventive Maintenance-Bus and DBNUM T210 Transit Enhancements/Transp Altern Prog (TAP/Altern Transit Improv (ATI). In the SJTPO region, \$16.620 M of Section 5307 will be added to the existing \$7.372 M for a total of \$23.992 M in FFY 2024. He added that the proposed action exceeds the \$10 M threshold for an Administrative Action, thus requiring a Committee Action. “Before” and “After” TIP pages were included in the TAC packet for reference. This program provides funding for the overhaul of buses, including preventive maintenance costs under federal guidelines as defined in the National Transit Database Reporting Manual and federal law.

On motion by George Savastano and second by Matt Pisarski, the TAC unanimously approved the recommendation to the Policy Board.

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

John Peterson explained that NJ TRANSIT has requested approval of eight (8) actions to move prior year funds to the FFY 2024 funding year. All actions in the SJTPO area are within the thresholds for Administrative or Informational Modification. The Cover Page associated with each eSTIP action is included for reference. The actions will be approved by the Executive Director after further discussion with the NJ TRANSIT project manager. The proposed actions will be for the following NJ TRANSIT projects:

- DBNUM T08 Bus Support Facilities and Equipment
- DBNUM T39 Preventive Maintenance-Rail
- DBNUM T53E Locomotive Overhaul
- DBNUM T112 Rail Rolling Stock Procurement
- DBNUM T120 Small/Special Services Program
- DBNUM T150 Section 5310 Program
- DBNUM T170 Cumberland County Bus Program
- DBNUM T210 Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv(ATI)

John Peterson noted that no action by the TAC is necessary.

Jason Simmons added that NJDOT will be performing major upgrades to the eSTIP platform, he advised that this would be the time to make note of functions/conflicts that arise with using eSTIP for NJDOT to incorporate changes moving forward.

9. **SJTPO Local Lead Project Status: Information Only**

John Peterson explained that there were three charts included in the TAC packet. The FFY 2024 Local Lead Project Status Chart includes the 2024 HSIP and CMAQ/CRP projects, which are also separately displayed in two additional project charts. He asked the Subregions to please review the projects and if anyone has questions, changes, or revisions to please reach out to him to keep these charts up to date.

10. **Technical Program: Update**

Jennifer Marandino explained the memo which was included in the TAC packet. The memo provides an update of the eight (8) ongoing technical studies including Countywide Local Road Safety Plans, SJTPO Regional Freight Plan, Maurice River Corridor Study, Regional Vulnerability Framework, Scenario Planning for RTP 2050, FY 2023 Demographics Analysis, the Local Safety Program Design Assistance associated with the Cumberland County Bicycle and Pedestrian Safety Action Plan, and the Air Quality Technical Assistance.

She added that several efforts are nearly complete with the end of the state fiscal year approaching. Final reports are under review or forthcoming. She noted that work related to the Countywide Local Road Safety Plans continues and staff expect to bring a scope and cost adjustment for Year 3 Implementation which was originally anticipated but not authorized. She explained that a kick-off meeting for the Air Quality Technical Assistance was recently held, and initial preliminary designs have begun for the East Avenue corridor in the City of Vineland for the Local Safety Program Design Assistance effort.

Should there be any questions about any of the technical studies, please reach out directly to the individual project managers.

11. **Cross County Connection: Update**

Kristen McLaughlin explained that there are two projects currently in the area, one is the recently completed 2023 Ridership Analysis Report for the Route 54/40 Shuttle in Atlantic County, a quick summary of those findings is that ridership is recovering but not yet to pre-pandemic levels. She added that the full report can be sent to anyone requesting it.

Ms. McLaughlin continued and stated that the second project is the Safe Routes to School Travel Plan in Woodbine Elementary School in Cape May County, the walking audit, parent surveys, and student travel tallies are completed. She noted that the report is being prepared and recommendations will be shared with the School, Borough, and County soon.

She added that Patrick Farley asks that everyone remember that CCCTMA can provide letters of support for grant applications, please reach out to Patrick for additional support.

12. **New Jersey Office of Planning Advocacy: Update**

No update was provided at the meeting.

13. **Other Updates**

Central Staff

- **Regional TA Set-Aside Solicitation**

Jennifer Marandino stated that in mid-February, a letter was transmitted to the three MPOs to announce that NJDOT is accepting proposals for community-based surface transportation projects. These projects aim to enhance the cultural, aesthetic, and environmental aspects of our transportation system. Eligible projects must focus on the seven categories outlined in the letter.

Ms. Marandino explained that SJTPO received submissions from several subregional partners. Over the next week, SJTPO staff will complete project intake and provide NJDOT with a list of candidate projects. NJDOT will open the SAGE to the comprehensive list of applicants throughout the State, for project submission and formal review. She stated that in coordination with NJDOT, SJTPO will notify the subregions requesting that they submit their formal application request in SAGE. All project information should be submitted on or before July 2 with the announcement of project selection to occur in the Fall.

She stated that in addition to the Regional TA Set-Aside Program solicitation available through NJDOT, there is an active funding opportunity through the USDOT. The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created within the new federal legislation to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.

She continued and added that the applications must be submitted electronically through www.grants.gov no later than 11:59 p.m., Eastern Daylight Time, on Monday, June 17. Additional details about the program are available on the USDOT website. She noted that SJTPO is not involved in the solicitation or application process through USDOT but wanted to make everyone aware of the potential funding opportunity.

- **Update on SJTPO's vacant positions**

Jennifer Marandino explained that SJTPO has vacancies in four (4) full-time positions, including Program Manager of Safety Initiatives & Complete Streets, Program Manager of Capital Programming & Project Development, Principal Planner under the Safety Initiatives & Complete Streets purview, and Assistant Planner under the Capital Programming & Project Development.

She explained that the new Program Manager of Safety Initiatives & Complete Streets is anticipated to start on Monday, June 10 and noted that SJTPO was not successful in hiring a Program Manager of Capital Programming & Project Development, which remains vacant. SJTPO is discussing with NJDOT the possibility of staff augmentation through consultant support to ensure that the tasks and activities included in SJTPO's FY 2025 UPWP can be completed. Staff augmentation is anticipated for the vacant program manager position as well as the Principal and Assistant Planner positions.

- **Distribution of unobligated funds to MPOs**

Jennifer Marandino stated that earlier this year, NJDOT made the MPOs aware of unobligated Planning (PL) funds that they would like to authorize this federal fiscal year. They have solicited the MPOs for use of the funds with the others agreeing that SJTPO should receive funding that would allow us to ensure that the activities and products in our FY 2025 UPWP can be completed. This would be done through consultant-led staff augmentation.

She stated that other ideas include offering a Complete Streets Technical Assistance Program, which would be modeled on NJTPA's effort. This work would be completed through a pass-through agreement with Sustainable New Jersey and the New Jersey Bicycle and Pedestrian Resource Center at the Voorhees Transportation Center of Rutgers University. She said that she is excited about this effort as it would allow for this assistance to be offered across the state, being new to SJTPO.

She explained that DVRPC has graciously offered to add the SJTPO region to their 2025 On-Board and Household Travel Surveys (HHTS), included in their FY 2025 UPWP. SJTPO would contribute some of the unobligated funds to the consultant-led effort to be administered by DVRPC. She stated that SJTPO's last household travel surveys were conducted in 2014 and would allow the region to have an updated survey consistent with the best practice of being updated every 10 years.

She said that SJTPO is exploring a few other options and expects to provide specific details, including budget estimates related to the request later this week.

Ms. Marandino added that ultimately, any influx of PL funds must be brought to the TAC and Policy Board for approval, along with a modification to SJTPO's FY 2025 UPWP.

- **SJTPO's new and improved website**

Jennifer Marandino explained that the SJTPO new and improved website is live as of Friday, April 26th. Over the last several months, staff have diligently worked with a website design and maintenance firm to provide visitors with a refreshed look and seamless user experience. The website is also more mobile-friendly.

She noted that SJTPO is collecting feedback from our Community Outreach and Engagement Committee (COEC), TAC, and Policy Board members alike using a Google Form that was shared with TAC members in the email from Nancy Hammer. She stated that the link would be resent to the TAC members.

The feedback provided will be used internally to continue improving the website so that visitors have the best possible experience. Should there be any questions or concerns about this request, please contact Melissa Melora.

- **Approval of Urbanized Area Boundary**

Jennifer Marandino explained that FHWA-NJ transmitted a formal approval letter of New Jersey's updated Urban Area Boundary maps and supportive documentation because of the 2020 Census. She added that to her understanding the new boundaries will now be used when a project seeks authorization of funds. If any changes impact projects advancing this year, SJTPO will work with NJDOT Local Aid and Capital Investment and Project Coordination to complete any necessary TIP modifications.

Jason Simmons added that a GIS file should be available to determine where the boundaries are.

14. **Adjournment**

On motion by Matt Pisarski and seconded by Steve Mazur the meeting was adjourned.

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEETING
SJTPO Office 817 East Landis Avenue, Vineland, N.J.
In-Person – Virtual “GoToMeeting”
June 10, 2024 – 10:00 A.M.**

Matt Pisarski called the meeting to order at 10:00 a.m.

1. **Roll Call of Attendance** (*virtually unless otherwise noted*)

Voting Members:

James Rutala, Atlantic City
Leslie Gimeno, Cape May County
Matt Pisarski, Cumberland County *in-person*
Michael Swan, NJ TRANSIT

Doug DiMeo, Atlantic County
Kathleen Hicks, City of Vineland *in-person*
Andrew Clark, NJDOT
Steve Mazur, SJTA

Also, in attendance:

Stephanie Wakeley, City of Vineland *in-person*
Robert Church, Cape May County
Rosemary Nivar, NJTA
Janelle Rivera, NJ TRANSIT
Jennifer Marandino, SJTPO *in-person*
Jacob Cummings, SJTPO *in-person*
Kent Schellinger, SJTPO *in-person*
Nancy Hammer, SJTPO *in-person*

Jason Simmons, FHWA *in-person*
Jason Kelly, HDR
Lou Milan, NJ TRANSIT
William Schiavi, SJTPO
Jenna Monaghan, SJTPO *in-person*
David Heller, SJTPO *in-person*
John Peterson, SJTPO *in-person*

2. **Public Comments**

No comments were received.

3. **Support for the Safe Routes to School (SRTS) Program Project List: Recommendation to Policy Board**

Jenna Monaghan explained that 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. She stated that six (6) SRTS projects were submitted in the SJTPO region, with three (3) projects fully funded, totaling \$2.072 million, or 35 percent of the amount requested. She added that a spreadsheet listing the projects funded in the SJTPO region, along with the Priority Rating for the Safe Routes to School Program was included in the TAC packet.

On motion by Andrew Clark and second by Kathleen Hicks, the TAC unanimously approved the recommendation to the Policy Board.

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

Jennifer Marandino explained that TAC members are aware that NJDOT updated the NJ Urban Area Boundary maps and supportive documentation based on the most recent 2020 Census. FHWA approved the revised boundaries in a May 10th letter shared at our May Policy Board meeting.

She explained that the urbanized boundary is the foundation for the coordination Memorandum of Understanding (MOU), the purpose of which 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. She explained that in 2016, an MOU was established between DVRPC, SJTPO, and WILMAPCO for the portion of the Philadelphia, PA-NJ-DE-MD Urbanized Area (UA) that extends into New Castle County, Delaware, Cecil County, Maryland, and Salem County, New Jersey, crossing MPO boundaries of the three MPOs. A separate MOU was established between DVRPC and SJTPO regarding 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.

She stated that today a single MOU is being brought to the TAC for consideration of approval and ultimate adoption by all three MPOs.

Ms. Marandino noted that the 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.

On motion by Andy Clark and second by Jim Rutala, the TAC unanimously approved the recommendation to the Policy Board.

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

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

He noted that the funding source for this TIP action will be \$21.0M of FFY 2024 CMAQ 5307 funds.

Lou Milan explained that the urgency is to get the funds transferred before being lost. The funds will be formally flexed from Federal Highway to Federal Transit, and then the funds will be transferred to SJTA for the purchase of the vehicles. He added that the amount and type of vehicles are still being determined.

Kathleen Hicks asked if the Compressed Natural Gas (CNG) vehicles could be purchased with this funding. Ms. Marandino explained that CNG is a type of vehicle, but the money provided only allows 1/3 of the fleet to be electric and 2/3 of the fleet to be CNG.

On motion by Kathleen Hicks and second by Matt Pisarski, the TAC unanimously approved the recommendation to the Policy Board.

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

John Peterson explained that due to the funding amount for these modifications, this item must be voted on by both the TAC and the Policy Board. He explained that 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 included in the TAC packet 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

On motion by Andy Clark and second by Matt Pisarski, the TAC unanimously approved the recommendation to the Policy Board.

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

John Peterson explained that NJDOT has requested approval of three (3) actions, two (2) associated with Statewide Programs, and the third is for a project in the SJTPO region. Each action requests to reduce/increase the programmed funding in FFY 2024 by more than \$10 million, thus requiring a Committee Action. The programming levels are changed to match the anticipated remaining FFY 2024 authorizations. A revised Concurrence Memo along with the Cover Page associated with each eSTIP action was included in the TAC packet for reference for the listing of projects below:

- DBNUM X201 Guiderail Upgrade
- DBNUM 15343 Intelligent Traffic Signal Systems
- DBNUM 19369 Route 9, Chapman Boulevard to Route 30 (Whitehorse Pike)

Mr. Peterson noted that the 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.

On motion by Jim Rutala and second by Andy Clark, the TAC unanimously approved the FFY 2024-2033 Transportation Improvement Program Modifications.

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

John Peterson explained that these items are for information only and no formal action is needed by the TAC or Policy Board. He explained that NJDOT has requested approval of nine (9) actions to change the programmed amount of funding in FFY 2024, noting that five (5) of the projects are in the SJTPO region.

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

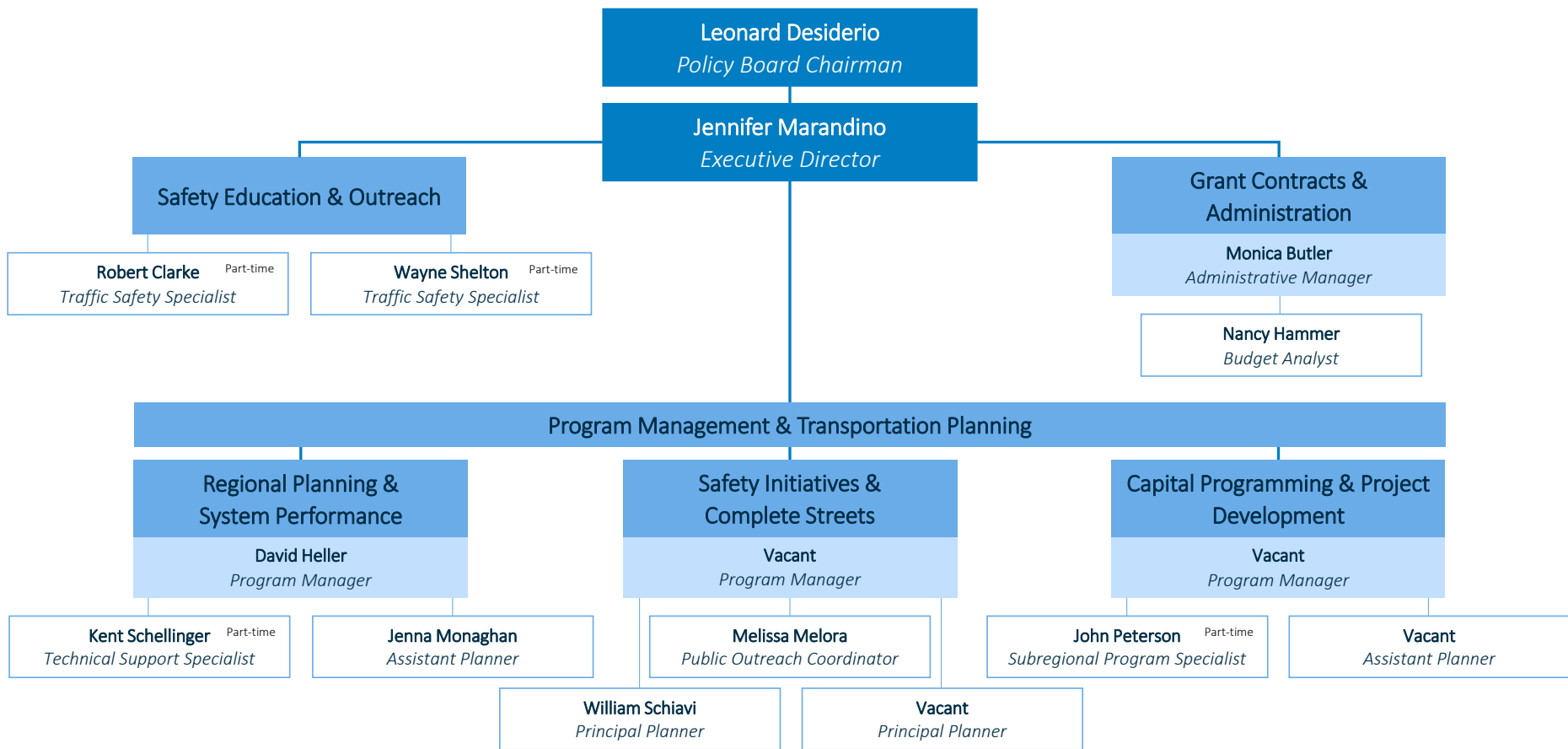
- DBNUM X239A Sign Structure Rehabilitation/Replacement Program
- DBNUM 97008 High-Mast Light Poles
- DBNUM 17358 Bridge Maintenance Scour Countermeasures
- DBNUM X66 Traffic Monitoring Systems

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

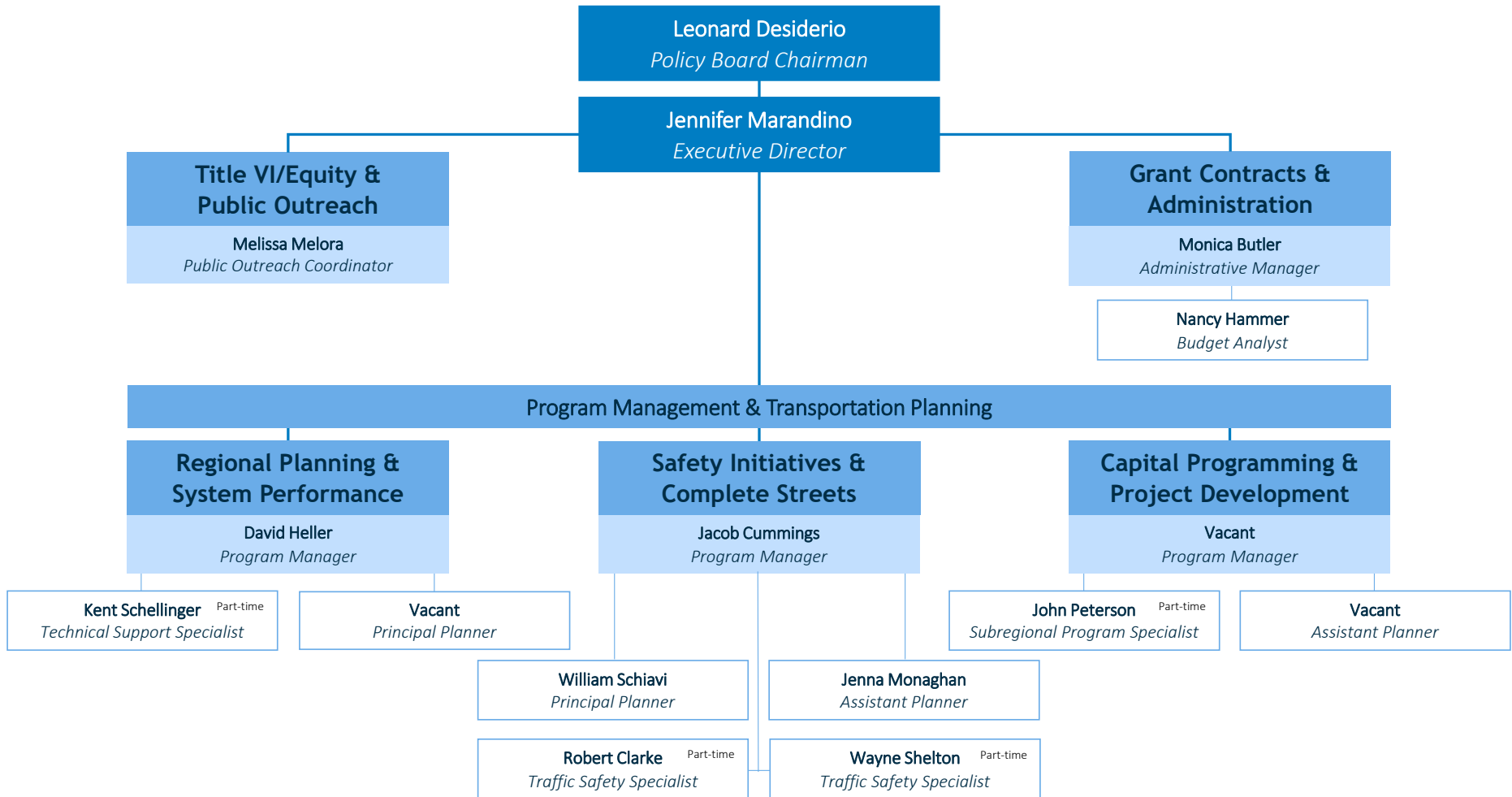
John Peterson explained that once again this is informational with no formal action required by TAC or the Policy Board. He added that NJDOT has approved an action for **DBNUM X35A1 Rail-Highway Grade Crossing Program, Federal**, to add HSIP funding for Design and Construction in FFY 2024 in the amount of \$9.986 M. Statewide Planning earmarked available HSIP funds for railroad construction projects in FFY 2024, thus necessitating the change.

10. **TAC Meeting Adjournment**

On motion by Kathleen Hicks and seconded by Steve Mazur the meeting was adjourned.



2023 Revisions from 2017 Adopted Organizational Chart include: Program Area under David Heller changed from System Performance & Subregional Program to Regional Planning & System Performance; Program area under Vacant Program Manager changed from Safety Initiatives & Public Outreach to Safety Initiatives & Complete Streets. Other various staff changes updated as well to reflect resignations and new hires.



subject to Policy Board approval
 Consideration for Title VI/Equity & Public Outreach to be relocated from under the Program Management & Transportation Planning umbrella and Safety Initiatives (legacy and tending to the personal interest and strengths of staff). Safety Education & Outreach to be relocated under Safety Initiatives to establish better linkage to infrastructure and safety education. Relocation of Jenna Monaghan from under Regional Planning & System Performance area to Safety Initiatives & Complete Streets which would align with her growing passion for safety work and demonstrated ability to excel in managing critical safety projects.



South Jersey Transportation Planning Organization

*Serving Atlantic, Cape May, Cumberland,
and Salem Counties since 1993.*

Leonard Desiderio, *Chairman*

Benjamin H. Laury, *Vice Chairman*

782 South Brewster Road, Unit
B6,
Vineland, New Jersey 08361

www.sjtpo.org
(856) 794-1941
(856) 794-2549 (fax)

Jennifer Marandino, P.E.
Executive Director

John W. Risley, *Secretary/Treasurer*

June 20, 2024

Revised June 25, 2024

Eric Powers, Assistant Commissioner
NJDOT – Statewide Planning, Safety and Capital Investment
1035 Parkway Avenue
Trenton, NJ 08625

Attention: Farzana Ahmed, PhD Lead, MPO Liaison Unit

**Re: Request for Modification to FY 2025 UPWP
Task Order No. PL-SJ-25-01**

Dear Dr. Ahmed:

I am writing to request a modification to SJTPO's Fiscal Year (FY) 2025 Unified Planning Work Program (UPWP) and the associated Task Order (No. PL-SJ-25-01). This request involves the addition of \$2.157 million of funds, four new tasks, and supplementing the budget of an existing task, all within the Technical Program (25/400). The additional funds have been made available to SJTPO by the New Jersey Department of Transportation (NJDOT) from previous unobligated Planning (PL) funds and SJTPO's FY 2025 allocation of Increasing Safe and Accessible Transportation Options Set-Aside. SJTPO is extremely appreciative of the opportunity to utilize the influx of funds, particularly given our recent challenges with reduced staff capacity.

The specific request is to add a total of \$2,157,000, broken into \$2,075,636 in FHWA unobligated PL funds and \$81,363.63 of the FHWA Set-Aside, Increasing Safe and Accessible Transportation Options Set-Aside, Y410. The additional funding will be used for four (4) new and one (1) existing task; including the following:

- Task 25/402 South Jersey Travel Demand Model Recalibration (2-year) additional \$20,000
- Task 25/403 Staff Augmentation \$962,000
- Task 25/404 2025 On-Board and Household Travel Surveys (2-year) \$700,000
- Task 25/405 Complete Streets Technical Assistance Program Pilot (2-year)
 - ~~\$80,964~~ \$318,636 FHWA-PL / \$81,364 FHWA Set-Aside
- Task 25/406 Signal Analytics Data (2-year) \$75,000

An amendment to add the unobligated funds to SJTPO's FY 2025 UPWP will be brought to the Technical Advisory Committee (July 8th) and Policy Board (July 24th) meetings, respectively. The associated approved SJTPO Policy Board resolution will be shared with NJDOT upon approval. The FY

2025 UPWP will be updated to reflect the revised Technical Program with the amended document to be made available on the SJTPO website (<https://www.sjtpo.org/upwp>).

NJDOT and FHWA have both recognized recent increase in turnover rates, leading to reduced staff capacity at SJTPO. SJTPO anticipates challenges in fulfilling the proposed work in the FY 2025 UPWP due to the current vacancies of four crucial positions: two program managers and two mid- to entry-level positions. Presently, SJTPO's staff comprises eight (8) full-time and four (4) part-time positions, with the recent hire of the Program Manager of Safety Initiatives & Complete Streets position. Three positions remain unfilled despite several attempts. Of utmost importance is ensuring that the activities and products outlined in SJTPO's FY 2025 Unified Planning Work Program (UPWP) can be successfully completed. Consequently, SJTPO is requesting the utilization of unobligated PL funds for staff augmentation to bridge this gap and ensure the successful execution of the FY 2025 UPWP.

In addition to staff augmentation, SJTPO will proceed with the four (4) proposals listed below. The total request amounts to \$2.157 million with additional details and the breakdown of the budget for each task listed below:

Task 25/403 Staff Augmentation (FHWA-PL \$962,000) SJTPO is seeking staff augmentation through consultant support for the three (3) vacant positions at the levels of program manager, principal planner, and assistant planner. To estimate the budget associated with the request, SJTPO reviewed the hourly rates of several consultants in a similar role, accounting for an overhead rate (167.83%), and added in a 10% fixed fee. It was assumed that each of the three vacant positions would require consultant support for 1,560 hours of work per year, approximately October 1st-June 30th. The estimate did not account for any Non-Labor Direct Expenses, as these expenses are assumed to be incidental to the overall budget. SJTPO anticipates that a Request for Proposal will be released generally describing the need, in alignment with the tasks, activities, and deliverables in SJTPO's FY 2025 UPWP. The exact scope of work is to be defined in consultation with the selected firm, but as indicated it is of utmost importance to ensure that the activities and products outlined in SJTPO's FY 2025 are completed as documented.

Task 25/404 2025 On-Board and Household Travel Surveys (2-year) (FHWA-PL \$700,000) DVRPC has graciously proposed to add SJTPO to their existing project in their FY 2025 UPWP. SJTPO's last Household Travel Surveys were conducted in 2014 and would allow the region to have an updated survey consistent with the best practice of being updated every 10 years. SJTPO would be responsible for the data collection of surveys collected in their region and the review and editing of consultant-produced reports and memos for the SJTPO region. This would complement the request for DVRPC for \$0.125 M for staff resources necessary to cover planning, design, RFP & consultant selection, contract administration, oversight, etc. SJTPO may also need to contribute towards a "big data" purchase (INRIX, StreetLight, etc.) if one becomes a component of the survey methodology, with the expectation this could also come out of the SJTPO's portion of the NJDOT Unobligated funds. No estimate has been provided for the potential data purchase and could be included in SJTPO's FY 2026 UPWP, if necessary. However, this determination will be made at a later date, after evaluating readily available data.

Task 25/405 Complete Streets Technical Assistance Program Pilot (2-year) (FHWA-PL \$318,636.37 / FHWA Set-Aside \$81,363.63) This effort will be modeled off NJTPA's Complete Streets Technical Assistance Program. SJTPO intends to pass through funds to Sustainable New Jersey and will work in partnership with the New Jersey Bicycle and Pedestrian Resource Center at VTC Rutgers and

Cross County Connection Transportation Management Association (CCCTMA). With only 24 of the 68 municipalities in the SJTPO region having a Complete Streets Policy, there is a need to provide education and technical assistance to communities which are not familiar with the benefits. The program will also aid communities who wish to advance and implement projects that balance the needs of drivers, pedestrians, bicyclists, transit riders, emergency responders, and goods movement based on local context. A portion of the requested funds will be used to purchase items for a Complete Streets Demonstration Library. The materials will be loaned to municipal governments and other partners to implement temporary demonstration projects on and adjacent to publicly accessible roads and other transportation facilities.

A full scope of work and budget has been prepared and can be provided to NJDOT and others, as appropriate. The pass-through of funds will require oversight and administration by SJTPO in the same manner as our existing Subregional Planning Work Program, with the establishment of a Subcontract Agreement to be executed by the South Jersey Transportation Authority, Sustainable New Jersey, and SJTPO.

Task 25/406 Signal Analytics Data (2-year) (FHWA-PL \$75,000) As a member of the Eastern Transportation Coalition, through its relationship with NJDOT, SJTPO has access to the INRIX data suite and the ability to purchase additional data platforms such as Signal Analytics. The cloud-based data provides access to systemwide traffic signal metrics without investing in physical equipment. Through the purchase of INRIX Signal Analytics, SJTPO, and our subregional partners can analyze traffic signal metrics at select signalized intersections within the SJTPO region. INRIX is the only supplier of purpose-built Traffic Signal Analytics under the Eastern Transportation Coalition's Traffic Data Marketplace and they are the only current supplier in the country that has an on-demand Signal Analytics service for any signalized intersection in the United States.

An initial purchase with access to Signal Analytics (for 88 signalized intersections) was made in 2022 (contract period 3/1/2022 to 2/2/2023) with a second-year purchase and access to the data through February 28, 2024. SJTPO recently executed a Second Amendment to Agreement with the University of Maryland, College Park, extending the period of performance to December 31, 2024, for no additional fee. A copy of the agreement, amendments, and the sole source letter can be provided to NJDOT and others, as appropriate.

SJTPO has found great value in the data, specifically helping with congestion management planning efforts. The request is to purchase an additional two years of access to Signal Analytics at an approximate cost of \$38,000 each year, for a total of \$75,000. The current proposal is to keep the total number of signals at 88, but SJTPO would be amendable to discussions on reducing the number of signals. The 88 signals in the SJTPO region complement the upcoming purchase by NJDOT for 50 traffic signals total in the State (approximately 15 in the South region).

Task 25/402 South Jersey Travel Demand Model Recalibration (adding FHWA-PL \$20,000) The additional \$20,000 would be used to supplement the initial budget of \$130,000 in SJTPO's FY 2025 UPWP. The additional funds would allow SJTPO to update the recreational module and collect additional summer counts or other data needed to improve and calibrate the recreational module. SJTPO anticipates a Request for Proposals for the technical study will be released in September, with a January 2025 kick-off. The project is intended to be a two-year study, with an estimated end date of June 2026.

I trust with this letter and enclosures, NJDOT can begin the appropriate request for modification to SJTPO's PL-SJ-25-01. Please advise if you need any additional information to process this request. Because the funds are requested to be utilized in the current FY 2024 UPWP, we respectfully ask that NJDOT expedite the request so that there is no disruption of any associated work.

Please share with FHWA, as appropriate. Should you have any questions or require further information, please do not hesitate to reach out. As always, thank you for your cooperation.

Sincerely,

Jennifer Marandino, P.E.
Executive Director

JM/mb

c: Pamela Hayes, Senior Accountant, SJTA *via email only*
Sudhir B. Joshi, Manager, Bureau of Statewide Strategies, NJDOT *via email only*
Andrew Clark, Bureau of Statewide Strategies/MPO Unit, NJDOT *via email only*



SJTPO PROJECT EVALUATION PROCESS

Through the development of this iteration of the Regional Transportation Plan (RTP) 2050 update, staff worked to review and update the Project Evaluation Process, which is used to aid in the selection of projects for inclusion in the Transportation Improvement Plan (TIP) and RTP. The TIP includes projects programmed in the near term, years 1-10, whereas the RTP also encompasses projects programmed for years 11 and beyond. There are distinct differences between these two project timelines, necessitating tailored evaluation approaches. Near-term projects (1-10 years) can be assessed with greater accuracy and detail due to the availability of comprehensive information. In contrast, long-term projects (11+ years) are evaluated more broadly, focusing on their potential impact and alignment with strategic emphasis areas, despite the limited information available at this stage. This dual approach ensures that both immediate and future transportation needs are addressed effectively within the planning framework. Additionally, both approaches allow the opportunity for feedback and adjustments.

As part of both approaches, projects are evaluated with criteria that focus on the Performance-Based Planning Process, RTP Goals (Planning Factors), and SJTPO Planning Initiatives. Those projects in years 1-10 will first be reviewed using a Pre-Evaluation Screening Process, which evaluates projects, not simply to passively assess the quality of the project, but actively encourage improvements to projects to better align with regional, state, and federal guidance and priorities, such as safety, Complete Streets, Environmental Justice, and other priorities. The elements of the Pre-Evaluation Screening Process as well as Performance-Based Planning and SJTPO Planning Initiatives will be used in the evaluation of projects anticipated in Years 11 and beyond. In addition to a numerical score, feedback and the notation of the potential for the project to impact the various criteria will be shared. This provides the opportunity for the projects to better align with the identified priorities earlier in the project development process.



Project Evaluation Submissions Process

Sponsors of proposed projects for consideration in the SJTPO TIP and RTP are asked to submit the information below. The submission items include basic project information that focuses on an expanded project description narrative, as appropriate to the project, to assist in the planning-level evaluation of potential projects. For projects anticipated in years 11 and beyond some of the more detailed information may not be applicable. Specific information, based on the anticipated project year is noted below:

Projects Anticipated in Years 1-10

1. Project Name
2. County, Municipality
3. SRI, Route, Roadway Name
4. Structure # (if applicable)
5. Milepost of beginning and end points of every segment or intersection
6. General project narrative: describe existing conditions, issues, and project description with as much detail as possible. Things to consider when writing a narrative include:
 - Impact on congestion, if any
 - Impact to non-vehicular modes and users without vehicular access
 - Was the impact to disadvantaged users considered and addressed? If so, how?
 - Impact on tourism, if any. Factors may include, but are not limited to promotion of regional trails, byways, and access to shore areas or other tourism amenities in the region
 - Impact on freight movement, if any
 - Safety issues present and considerations given to targeted or systemic safety solutions, including rumble strips, Safety Edge, upgrades to ADA ramps or other amenities
 - Bridge condition (i.e. Structurally Deficient, Functionally Obsolete, or Scour Critical), if applicable
7. Phases of work requested with Project Cost Estimate for each and fiscal year of request
8. AADTs for the project corridor or intersection and year of AADTs
9. Any relevant truck counts, traffic counts, traffic projections, travel time studies, HCS capacity analyses, SYNCHRO studies, if available
10. Number (and width) of lanes and shoulders – (Existing and Proposed), if applicable
11. Year of completion and/or Open to Traffic
12. NJDOT projects should also include scores from Pavement Management System, Safety Management System, Congestion Management System, and other system scores, as relevant to the project

Projects Anticipated in Years 11+

1. Project Name
2. County, Municipality
3. SRI, Route, Roadway Name
4. Structure # (if applicable)
5. Milepost of beginning and end points of every segment or intersection
6. Purpose and Need for the Project
7. Phases of work requested with Project Cost Estimate for each and fiscal year of request
8. Year of completion and/or Open to Traffic
9. NJDOT projects should also include scores from Pavement Management System, Safety Management System, Congestion Management System, and other system scores, as relevant to the project
10. Has the project been subject to previous studies?
11. Has the project been referenced in a County/Municipal Master Plan?



The Project Pre-Evaluation and Evaluation Processes will be conducted by SJTPO staff and will be coordinated with the project sponsor, the SJTPO Technical Advisory Committee (TAC), and Policy Board, as described below. The Project Pre-Evaluation shall only be conducted for projects anticipated in Years 1-10.

1. SJTPO staff will pre-scan materials received to ensure necessary items have been included and will follow up with project sponsors, if needed
2. SJTPO staff will review the proposed year of completion and/or Open to Traffic to determine which scoring criteria are appropriate (Years 1-10 or Years 11+)
3. SJTPO staff will conduct a site visit of the project location, as required or appropriate given the proposed year of completion
4. SJTPO staff will conduct Pre-Evaluation Screening of proposed projects and will reach out to sponsors with any clarifications or to discuss recommendations for improvements; applicable to projects in Years 1-10 only
5. SJTPO staff will divide scoring based on areas of expertise and conduct initial Project Evaluation Scoring
6. SJTPO staff will meet to discuss results of initial Project Evaluation Scoring and finalize Draft Scoring
7. SJTPO Executive Director will conduct an overall final internal review of Draft Scoring
8. SJTPO staff will send Draft Scoring of projects to their sponsors for review and comment, offering clarification, and provide additional information, if necessary
9. SJTPO staff will make edits to Scoring, if needed, based on information from sponsors and finalize Draft Scoring Recommendations
9. SJTPO staff will submit Draft Scoring Recommendations to the TAC for review, comment, and final recommendation to the Policy Board. If the final TAC recommendation deviates from the written Evaluation Criteria and Scoring, supporting documentation (explanation) will be included.
10. SJTPO staff will submit TAC Final Scoring Recommendations to the Policy Board for approval

Projects Anticipated in Years 1-10

For projects planned within the next 1-10 years, the emphasis areas are of paramount importance to SJTPO's planning efforts. Unlike long-term projects, those within this shorter timeframe can be assessed more accurately regarding their impacts on these emphasis areas. Detailed project information is typically available, allowing for a thorough evaluation of the various criteria.

Project Pre-Evaluation Screening *applicable only for projects anticipated in Years 1-10*

Before a project is advanced for prioritization using the project evaluation process, SJTPO will assess projects for the following items to address opportunities to enhance projects to better meet federal, state, and regional guidance, targets, and priorities. Additionally, this feedback is intended to help local public agencies adjust and enhancements to ensure their projects, and the scope of work, align closely with the identified planning priorities. In addition to a desk review, this assessment will include a site visit by SJTPO staff to the project location to better understand the context of the project.

A. Substantive safety considerations are incorporated, as appropriate

All projects will be evaluated for their ability to improve safety for all users. Safety design elements should be incorporated into all projects, as are relevant to their context, including roadway characteristics, crash history, and constraints. SJTPO will aid applicants to ensure appropriate safety countermeasures are considered in all projects.



The New Jersey Department of Transportation (NJDOT) developed Network Screening Lists for each county in the SJTPO region. Five different high crash location lists were developed for Roadway Corridors, Pedestrian/Bicycle Corridors, Intersections, High-Risk Rural Roads, and Pedestrian/Bicycle Intersections.

SJTPO engaged consultant support to develop Countywide Local Road Safety Plans for each county. The plans included a comprehensive approach to safety, focusing on the mitigation of past crashes (Hot Spot Approach) and the mitigation of crash risk (Systemic Approach). This dual approach to reducing and ultimately eliminating roadway deaths allows for the creation of a Candidate Project Location and Systemic Intersection and Corridor Lists.

Projects which appear on the Top 50 of the Network Screening Lists or on any of the lists developed as part of the Countywide Local Road Safety Plans will be evaluated with greater scrutiny to ensure that the safety issues that contribute to their crash performance are addressed in any MPO-funded projects.

B. Context-appropriate design is included, as dictated by the project location

All projects will be evaluated to ensure that they adhere to context-sensitive Complete Streets design principles. The [New Jersey Complete Streets Design Guide](#) will assist in this effort. The emphasis in this evaluation will be on context-appropriate design, which will likely require more accommodation in urban contexts and less in rural contexts. Any accommodation shall align with Environmental Justice considerations and will also need to reflect realistic constraints, such as environmental and permitting issues, right-of-way, and property conflicts.

Projects located within a Complete Streets Priority Area will be evaluated with greater scrutiny to ensure that the context of the location, land use, and needs of users are addressed in any MPO-funded projects.

C. Environmental Justice

All projects will be evaluated to ensure that they adhere to federal requirements for Environmental Justice, which dictate that projects may not create burdens on any Environmental Justice population greater than burdens on Non-Environmental Justice populations. It similarly requires that any Environmental Justice populations must receive benefits equal to those of Non-Environmental Justice populations. Benefits and burdens may include, but are not limited to safety, inclusion of non-vehicular modes, environmental impacts, and impacts to quality of life. If any project does not adhere to these Environmental Justice principles, then mitigation or accommodation will need to be included to ensure that benefits are at least shared equally with these populations and that project burdens do not fall disproportionately on these populations. SJTPO will also need to evaluate the pool of projects in their totality to ensure that project improvements are not disproportionately concentrated in areas that do not benefit Environmental Justice populations.

D. Freight Considerations

All projects will be evaluated on their potential impact on freight activity, with the objective being to align the project with the goals and recommendations in SJTPO's Regional Freight Plan, as appropriate. Consideration will include if the project is in or near one (or more) Recommended Regional Actions, as referenced in the 2024 Regional Freight Plan, or if the project is in the vicinity of a high concentration of freight activity, or if the project is on or near roadways with high truck volumes (i.e., truck volumes exceeding 10% of total traffic volume), or located in the vicinity of non-truck related freight facilities

E. Requested projects align with available funding

All project requests will be evaluated against available funds, by year and by Urbanized Area funding pool (200K+, 50-200K, 5-50K, and <5K).



F. Air Quality Assessment

If the project is determined to be “Regionally Significant” and thus not exempt from SJTPO air quality conformity, as defined by the SJTPO Interagency Group, SJTPO shall ensure that all necessary data has been collected and assessment of air quality impact has been evaluated.

Project Evaluation Criteria and Scoring

The following tables provide a description of the planning level evaluation criteria to be used by the professional judgment of SJTPO staff to develop a score that reflects the adherence of projects to federal, state, and SJTPO planning priorities and mandates. Sections 1 and 2 reflect the degree to which projects support performance-based planning targets and SJTPO planning initiatives. In addition, Sections 1 and 2 align with the RTP planning goals, which are noted under each criterion. Section 3 measures the potential impact of the project, while section 4 measures the cost-effectiveness of the project. Criteria where no data are provided and are not available to SJTPO will receive zero points.

These criteria and scoring apply only for projects anticipated in Years 1-10.

Except for Pavement Condition and Bridge Condition, all criteria will be scored based on a professional qualitative assessment of the degree to which the proposed projects, as described, will advance the criteria below. A project shall be scored using Pavement Condition or Bridge Condition criteria. If the project improvement is for a bridge, the Pavement Condition score for the project shall receive 0 points and conversely, if the project includes repaving, the Bridge Condition score for the project shall receive 0 points.

Table with 3 columns: Evaluation Criteria, Points, and Scoring Instructions. Row 1: Traffic Congestion (RTP Goal 2: Mitigate Traffic Congestion and promote efficient system operation), 0-15 points. Row 2: Pavement Condition (RTP Goal 3: Restore, Preserve, and Maintain the existing transportation system), 0-15 points. Includes a list of scoring criteria for SDI and IRI, and a note about NJ IRI Guidelines.



Bridge Condition <i>(RTP Goal 3: Restore, Preserve, and Maintain the existing transportation system)</i>	0,5,10,15	For roadways that have an SJTPO SDI score, those numbers will serve as the primary indicator of condition. Bridge projects will be scored as follows: <ul style="list-style-type: none"> • Bridges deemed “Structurally Deficient” will receive 15 points • Bridges deemed “Functionally Obsolete” or “Scour Critical” will receive 10 points • Projects that preserve or restore all other bridges will receive 5 points • All other projects will receive 0 points
Freight Movement <i>(RTP Goal 4: Support the Regional Economy)</i>	0-15	To what degree will the project improve the movement of freight on the regional network?
Fatalities and Serious Injuries <i>(RTP Goal 7: Improve Transportation Safety)</i>	0-15	To what degree will the project improve safety for drivers, bicyclists, and pedestrians through the advancement of substantive safety improvements? Projects that only improve driver safety can receive no more than 10 points.
On-Road Mobile Source Emissions <i>(RTP Goal 9: Protect and enhance the Environment and complement land use planning)</i>	0-15	To what degree will the project reduce or mitigate on-road mobile source emissions?
SECTION 1 TOTAL	0-75	Sum of scores for all five Evaluation Criteria in this category.

2. Advances Emphasis Areas from SJTPO Planning Initiatives 25 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
<p>Environmental Justice <i>(RTP Goal 1: Promote Accessibility and Mobility for the Movement of People and Goods)</i></p> <p><i>Environmental Justice (EJ) Areas are defined as a block group that meets the following criteria: the number of Minorities is greater or equal to 45%, AND the number of Low-Income residents is greater than or equal to 22%.</i></p> <p><i>Transportation Justice (TJ) Areas included additional criteria including the number of residents aged 75 or over, Households with no vehicle available, and households with a disabled resident, whose values are greater than 0.5 standard deviations over the regional average.</i></p>	0-5	<p>As described in Section C of the Project Pre-Evaluation Screening, all projects must mitigate or eliminate any disproportionate burdens imposed by a project and must provide equal benefits to Environmental Justice populations to advance.</p> <p>Using the SJTPO Environmental Justice (EJ) Report, Approved November 27, 2023, projects are evaluated based on them being in an EJ Area and using criteria used to define TJ Areas. Projects are evaluated based on the degree to which the project benefits these populations.</p> <ul style="list-style-type: none"> • 0-5 points: The project is in an EJ Area and is in a TJ area • 0-3 points: The project is in an EJ Area or TJ area



Flood Zones <i>(RTP Goal 5: Improve the Resiliency and Reliability of the transportation infrastructure, particularly along the Atlantic and Delaware Bay shorelines)</i>	0-5	<p>Projects within the most recent FEMA 1 Percent (100-year) floodplain will be evaluated for their ability to improve the performance of that facility in flood conditions and receive a score of 0-5 points.</p> <p>Projects within the most recent FEMA 0.2 Percent (500-year) floodplain will be similarly evaluated and receive a score of 0-2 points.</p> <p>More information about these floodplains is available at www.fema.gov/flood-zones.</p>
Tourism <i>(RTP Goal 6: Increase and enhance opportunities for Travel and Tourism)</i>	0-5	<p>Projects will be evaluated for their ability to enhance tourism in the region and will receive a score of 0-5 points. Factors may include, but are not limited to promotion of regional trails, byways, and access to shore areas or other tourism amenities in the region.</p>
Complete Streets / Context Appropriate Design <i>(RTP Goal 8: Enhance the Integration and Connectivity of the transportation system)</i>	0-5	<p>Projects located within a Complete Streets Priority Area will be evaluated for their meaningful incorporation of Complete Streets elements and will receive a score of 0-5 points.</p> <p>Projects not in these areas will be similarly evaluated and receive a score of 0-3 points.</p>
Evacuation Routes <i>(RTP Goal 10: Improve Security)</i>	0-5	<p>Projects on roadways designated as Evacuation Routes will be evaluated for their ability to improve evacuation and receive a score of 0-5 points.</p> <p>Projects on roadways designated as Secondary Evacuation Routes will be evaluated for their ability to improve evacuation and receive a score of 0-3 points.</p>
SECTION 2 TOTAL	0-25	Sum of scores for all five Evaluation Criteria in this category.

3. Impact of Project 10 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
Weighted Length of Project	1-5	<p>The weighted length of project will be calculated using the following formula:</p> $\left(\frac{\text{Number of lanes}}{2} + \frac{\text{Number of shoulders}}{4} \times \right) \text{centerline miles} = \text{weighted length of project}$ <p>Shoulder for the purposes of assessing project length will only include shoulder of 5 feet in width or greater as such a facility has the potential to serve as a bicycle facility.</p> <p>The weighted length of project will be scored as follows:</p> <ul style="list-style-type: none"> • Weighted project length of greater than 4 miles will receive 5 points • Weighted project length of between 0.5 and 4 miles will receive 3 points • Weighted project length of less than 0.5 miles will receive 1 point



- Intersection projects will receive 2 points for one intersection and receive 1 additional point for each intersection, up to 5 points

Volume of Corridor	1-5	Bi-directional Average Annual Daily Traffic (AADT) volumes of the project corridor will be scored as follows: <ul style="list-style-type: none"> • Corridor AADT of greater than 8,000 vehicles per day will receive 5 points • Corridor AADT between 5,000 and 7,999 vehicles per day will receive 4 points • Corridor AADT between 2,000 and 4,999 vehicles per day will receive 3 points • Corridor AADT between 500 and 1,999 vehicles per day will receive 2 points • Corridor AADT of less than 500 vehicles per day will receive 1 point <p>If a project corridor has multiple traffic volumes associated with different segment, SJTPO will work to create an average volume for the corridor.</p>
SECTION 3 TOTAL	0-10	Sum of scores for both Evaluation Criteria in this category.

SUBTOTAL SCORE (SECTIONS 1-3) 110 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
SUBTOTAL SCORE	0-110	Sum of Scores from Sections 1-3.

4. Cost effectiveness 15 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
SECTION 4 TOTAL	0-15	<p><u>A benefit/cost ratio will be calculated, as follows:</u></p> $\frac{\text{Subtotal Score (Sections 1-3)}}{\text{Cost of Project (in \$100Ks)}}$ <p>The benefit/cost ratio will be translated to a score by assigning 15 points to the highest ratio, 0 points to the lowest, and proportionately assigning all other scores on that scale, to the nearest whole number.</p>

TOTAL SCORE 125 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
TOTAL SCORE	0-125	Sum of Scores from Sections 1-4.

Projects Anticipated in Years 11+

For projects anticipated to be implemented in 11 or more years, the following emphasis areas are of utmost importance to SJTPO’s planning efforts. Given the long-term nature and developmental stages of these projects, it is challenging to determine their specific impacts on these areas at this stage. Nevertheless, it is crucial to acknowledge projects that align with these emphasis areas and ensure that these considerations are integrated into their planning. With limited information available beyond the project location, projects will be evaluated based on their potential to influence the various evaluation criteria. In addition to receiving a numerical score, reviewers will provide feedback to assist local public agencies in refining their project scopes as their projects advance in the project delivery process.

Project Evaluation Criteria and Scoring

The following tables provide a description of the planning level evaluation criteria to be used by SJTPO staff to develop a score that reflects the adherence of projects to federal, state, and SJTPO planning priorities and mandates. Sections 1 and 2 reflect the degree to which projects support performance-based planning targets and SJTPO planning initiatives. In addition, Sections 1 and 2 align with the RTP 2050 planning goals, which are noted under each criterion.

These criteria and scoring apply only for projects anticipated in Years 11 and beyond.

All criteria will be scored based on the quantitative assessment of the degree to which the proposed projects, as described, will advance the criteria below. A project shall be scored using Pavement Condition or Bridge Condition criteria. If the project improvement is for a bridge, the Pavement Condition score for the project shall receive 0 points and conversely if the project includes repaving, the Bridge Condition score for the project shall receive 0 points.

1. Contributions to Performance-Based Planning Targets (Categories adapted from performance measures established under federal legislation)			12 Points
Evaluation Criteria	Points	Scoring Instructions	
Mobility Impact	0-3	To what extent will the project improve mobility? Is the project located in an identified area of congestion, measured by the Total Logarithmic Delay from the SJTPO Bottleneck Location List? <ul style="list-style-type: none"> The project is in an area with a total logarithmic delay > 5.5 = 3 points The project is in an area with a total logarithmic delay of 4.5-5.5 = 2 points The project is in an area with a total logarithmic delay of 2.1-4.4 = 1 point All other projects will receive 0 points 	
Current Conditions - Pavement	0-3	To what extent can the project improve the current pavement conditions of the roadway? What is the Surface Distress Index (SDI) from the SJTPO Pavement Management System or International Roughness Index (IRI) based on the NJDOT IRI Guidelines? <ul style="list-style-type: none"> SJTPO SDI 0–2 (Very Poor/Poor) or NJ IRI Deficient/Fair = 3 points SJTPO SDI > 2–3 (Fair) = 2 points SJTPO SDI > 3–4 (Good) or NJ IRI Good = 1 point SJTPO SDI > 4–5 (Very Good) or NJ IRI Excellent or no data = 0 points 	
OR			



Current Conditions - Bridge	0-3	<p>The NJ IRI Guidelines are scored as Excellent, Good, Fair, and Deficient based on both IRI score as well as three categories of roadways, including: 1.) Interstate Freeways NHS Highways, 2.) Non-NHS Highways, and 3.) Other County Highways. For roadways that have an SJTPO SDI score, those numbers will serve as the primary indicator of condition.</p> <p>To what extent will the project improve the current bridge conditions? What is the current condition of the bridge from the NJDOT Bridge Inspection Report:</p> <ul style="list-style-type: none"> • The bridge is deemed “Structurally Deficient” = 3 points • The bridge is deemed “Functionally Obsolete” or “Scour Critical” = 2 points • The project will preserve or restore all other bridges = 1 point • All other projects will receive 0 points
Freight Movement Impact	0-3	<p>To what extent can the project impact the movement of freight throughout the SJTPO region?</p> <ul style="list-style-type: none"> • The project is identified within the Prioritized List of Regional Actions as part of the SJTPO 2024 Regional Freight Plan? = 3 points • The project has a high concentration of freight activity; truck volumes exceeding 10%; trip origins or destinations for trucks; and/or located in the vicinity of non-truck related freight facilities? = 2 points • Does the project serve or provide access to the existing National or State Freight Networks? = 1 point • All other projects will receive 0 points
Safety Impact	0-3	<p>To what extent will the project help reduce and eliminate fatal and serious injury crashes?</p> <ul style="list-style-type: none"> • The project is identified as a Candidate Project Location within the SJTPO Countywide Local Road Safety Plans = 3 points • The project location is ranked in the Top 50 on the Network Screening Lists = 2 points • The project location is identified as a Systemic Intersection or Corridor = 1 point • All other projects will receive 0 points
SECTION 1 TOTAL		Sum of scores for all five Evaluation Criteria in this category.



2. Advances Emphasis Areas from SJTPO Planning Initiatives 8 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
Environmental Justice Impact	0-2	To what extent will the project impact Environmental Justice Areas? <ul style="list-style-type: none"> The project is located within an identified EJ Area or Moderate TJ Area from the SJTPO Environmental Justice Report = 2 points All other projects will receive 0 points
Flood Zones Impact	0-2	To what extent will the project impact be impacted by flooding? <ul style="list-style-type: none"> The project is located within the most recent FEMA 1 Percent (100-year) floodplain or 0.2 Percent (500-year) floodplain = 2 points All other projects will receive 0 points
Complete Streets Impact	0-2	To what extent will the project impact the safety, mobility, and accessibility needs of users of all ages and abilities? <ul style="list-style-type: none"> The project is located within a Complete Streets Priority Area = 2 points All other projects will receive 0 points
Evacuation Routes Impact	0-2	To what extent will the project impact designated Evacuation Routes? <ul style="list-style-type: none"> The proposed project is located on a Primary or Secondary Evacuation Route = 2 points All other projects will receive 0 points
SECTION 2 TOTAL	0-8	Sum of scores for all four Evaluation Criteria in this category.

TOTAL SCORE (SECTIONS 1-2) 20 Points

<i>Evaluation Criteria</i>	<i>Points</i>	<i>Scoring Instructions</i>
TOTAL SCORE	0-20	Sum of Scores from Sections 1 and 2.

June 18, 2024

Memorandum 8 – Household Population and Household Size Correction #2

The dashboard visualization of the data illustrated a confusing result when looking at the household population at the MCD level. Unfortunately, this occurred shortly after the approval of the projections at the May 28, 2024 Policy Board meeting. This memorandum briefly summarizes the data problem and the correction of the data.

The household population at the county level was developed using the county household headship rates by age of householder from the 2020 Census and the share of population in households by age. At the MCD level, the Census was again used to calculate the MCD share of the county population in households. This MCD share of the population in households was generally close but sometimes larger than the MCD share of the total population. Table 1 shows examples of where the share of population in households was greater than the total population share.

Table 1: Share Example

Atlantic County	Share of County Total Population	Share of County Total Households	Share of County Population in Households
Absecon city	0.03130	0.03387	0.03337
Atlantic City city	0.14150	0.14861	0.13985
Brigantine city	0.02850	0.03559	0.02868
Buena borough	0.01590	0.01655	0.01666
Buena Vista township	0.02350	0.02577	0.02606
Corbin City city	0.00160	0.00175	0.00175
Egg Harbor City city	0.18000	0.15991	0.17712
Egg Harbor township	0.01560	0.01604	0.01624

The above calculation resulted in MCDs where the population in households was greater than the total population. These differences are generally small (within +/- 5% of each other), but still necessitated a revision in the method of calculating **household population** and **household size**.



In order to preserve the relationship between the MCD total population and the population in households, the 2020 Census was used to calculate the percentage of total population that lived in households for each MCD. This MCD level percentage was held constant throughout the entire projection period and applied to the projected MCD total population and results in the appropriate relationship between total population and the population in households.

A second issue was rectified by adjusting the 2020 Base Year number to match the 2020 Census of Population and Housing Characteristics file, Table P1. **The projections of population, number of households, as well as employment total and by sector remain unchanged from the demographic projections**, as approved by the SJTPO Policy Board on May 28, 2024. The revised demographic variables, of 2020 population, 2020-2060 Population in Households, and 2020-2060 Average Household Size, are depicted in the attached Technical Errata sheet. All the other demographic projections represented on the Population and Household Projections spreadsheet and the Employment spreadsheet, remain unaltered from what was presented and approved by the SJTPO Policy Board on May 28, 2024.

thousands	2040					2045					2050					2055					2060				
	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other
Atlantic	181.4	22.7	45.1	92.4	21.2	183.3	23.4	43.8	94.3	21.8	185.1	24.1	42.4	96.2	22.4	187.0	24.8	41.1	98.1	23.0	188.9	25.5	39.7	100.1	23.6
Absecon city	4.5	0.2	1.1	2.8	0.4	4.6	0.2	1.1	2.8	0.4	4.6	0.2	1.0	2.9	0.4	4.6	0.2	1.0	2.9	0.5	4.7	0.2	1.0	3.0	0.5
Atlantic City city	50.8	2.3	24.5	20.6	3.3	50.7	2.4	23.8	21.0	3.4	50.5	2.5	23.0	21.4	3.5	50.4	2.6	22.3	21.9	3.6	50.2	2.6	21.6	22.3	3.7
Brigantine city	2.2	0.2	0.6	1.1	0.3	2.2	0.2	0.6	1.1	0.3	2.3	0.2	0.6	1.2	0.3	2.3	0.2	0.6	1.2	0.3	2.3	0.2	0.5	1.2	0.3
Buena borough	1.2	0.6	0.2	0.3	0.2	1.3	0.6	0.2	0.3	0.2	1.3	0.6	0.2	0.3	0.2	1.3	0.6	0.2	0.3	0.2	1.3	0.6	0.2	0.3	0.2
Buena Vista township	3.0	1.6	0.2	0.5	0.6	3.0	1.6	0.2	0.5	0.6	3.1	1.7	0.2	0.6	0.7	3.2	1.7	0.2	0.6	0.7	3.3	1.8	0.2	0.6	0.7
Corbin City city	1.0	0.4	0.1	0.4	0.1	1.0	0.4	0.1	0.4	0.2	1.1	0.4	0.1	0.5	0.2	1.1	0.4	0.1	0.5	0.2	1.1	0.4	0.1	0.5	0.2
Egg Harbor City city	2.8	0.5	0.4	1.3	0.6	2.8	0.5	0.4	1.3	0.6	2.9	0.5	0.4	1.3	0.7	2.9	0.5	0.4	1.3	0.7	3.0	0.5	0.4	1.4	0.7
Egg Harbor township	31.7	5.5	4.8	18.2	3.2	32.2	5.7	4.6	18.6	3.3	32.7	5.9	4.5	18.9	3.4	33.2	6.0	4.3	19.3	3.5	33.7	6.2	4.2	19.7	3.6
Estell Manor city	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Folsom borough	1.8	0.9	0.1	0.6	0.1	1.8	1.0	0.1	0.6	0.1	1.9	1.0	0.1	0.6	0.1	1.9	1.0	0.1	0.6	0.1	2.0	1.1	0.1	0.6	0.2
Galloway township	20.1	2.4	2.2	13.0	2.5	20.5	2.4	2.1	13.3	2.6	20.8	2.5	2.0	13.6	2.7	21.2	2.6	2.0	13.8	2.8	21.5	2.7	1.9	14.1	2.8
Hamilton township	14.0	1.8	3.5	5.7	3.1	14.2	1.8	3.4	5.8	3.2	14.3	1.9	3.3	5.9	3.2	14.5	1.9	3.2	6.0	3.3	14.6	2.0	3.1	6.2	3.4
Hammonctown town	11.8	2.4	1.8	5.1	2.4	11.9	2.5	1.8	5.2	2.4	12.1	2.6	1.7	5.3	2.5	12.3	2.6	1.7	5.5	2.6	12.5	2.7	1.6	5.6	2.6
Linwood city	4.3	0.4	0.2	3.1	0.6	4.3	0.4	0.2	3.2	0.6	4.4	0.4	0.2	3.3	0.6	4.5	0.4	0.2	3.3	0.6	4.6	0.4	0.2	3.4	0.7
Longport borough	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Margate City city	2.8	0.2	0.8	1.5	0.3	2.9	0.2	0.8	1.6	0.3	2.9	0.2	0.8	1.6	0.3	2.9	0.2	0.8	1.6	0.3	2.9	0.2	0.7	1.7	0.4
Mullica township	1.4	0.6	0.1	0.4	0.2	1.4	0.7	0.1	0.4	0.3	1.4	0.7	0.1	0.4	0.3	1.5	0.7	0.1	0.4	0.3	1.5	0.7	0.1	0.5	0.3
Northfield city	6.9	0.5	0.7	4.9	0.8	7.0	0.5	0.7	5.0	0.8	7.1	0.5	0.7	5.1	0.8	7.2	0.6	0.7	5.2	0.8	7.4	0.6	0.6	5.3	0.9
Pleasantville city	9.6	1.6	1.0	5.7	1.3	9.8	1.6	1.0	5.8	1.3	9.9	1.7	1.0	5.9	1.4	10.1	1.7	0.9	6.0	1.4	10.3	1.8	0.9	6.1	1.4
Port Republic city	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Somers Point city	9.6	0.5	2.3	6.2	0.7	9.7	0.5	2.2	6.3	0.7	9.8	0.5	2.2	6.4	0.7	9.9	0.5	2.1	6.6	0.7	10.0	0.5	2.0	6.7	0.7
Ventnor City city	2.0	0.2	0.5	0.9	0.4	2.0	0.2	0.5	1.0	0.4	2.0	0.2	0.4	1.0	0.4	2.0	0.2	0.4	1.0	0.4	2.1	0.2	0.4	1.0	0.4
Weymouth township	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

thousands	2040					2045					2050					2055					2060				
	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other
Cape May	69.0	8.2	18.8	34.1	7.9	69.8	8.3	18.8	34.8	7.9	70.8	8.4	18.8	35.6	8.0	71.8	8.6	18.9	36.3	8.0	72.7	8.7	18.9	37.1	8.0
Avaton borough	1.9	0.1	0.6	1.0	0.1	2.0	0.1	0.6	1.0	0.1	2.0	0.1	0.6	1.1	0.1	2.0	0.1	0.6	1.1	0.1	2.0	0.1	0.6	1.1	0.1
Cape May city	4.0	0.1	2.8	0.7	0.3	4.0	0.1	2.8	0.7	0.3	4.0	0.1	2.8	0.7	0.3	4.0	0.1	2.8	0.7	0.3	4.0	0.1	2.8	0.7	0.3
Cape May Point borough	1.3	0.2	0.7	0.2	0.2	1.3	0.2	0.7	0.2	0.2	1.3	0.2	0.7	0.2	0.2	1.3	0.2	0.7	0.2	0.2	1.3	0.2	0.7	0.2	0.2
Dennis township	3.7	1.2	0.6	1.4	0.4	3.8	1.2	0.6	1.5	0.4	3.8	1.2	0.6	1.5	0.4	3.9	1.3	0.6	1.5	0.4	3.9	1.3	0.6	1.5	0.4
Lower township	8.6	1.6	1.9	3.4	1.7	8.7	1.6	1.9	3.5	1.7	8.8	1.7	1.9	3.6	1.7	9.0	1.7	1.9	3.6	1.7	9.1	1.7	1.9	3.7	1.7
Middle township	21.8	1.8	4.1	13.8	2.0	22.1	1.9	4.1	14.1	2.0	22.4	1.9	4.1	14.4	2.1	22.8	1.9	4.1	14.7	2.1	23.1	1.9	4.1	15.0	2.1
North Wildwood city	2.0	0.1	0.7	0.8	0.3	2.0	0.1	0.7	0.9	0.3	2.0	0.1	0.7	0.9	0.3	2.0	0.1	0.7	0.9	0.3	2.1	0.1	0.7	0.9	0.3
Ocean City city	9.6	0.8	2.4	5.5	1.0	9.7	0.8	2.4	5.6	1.0	9.9	0.8	2.4	5.7	1.0	10.0	0.8	2.4	5.9	1.0	10.2	0.8	2.4	6.0	1.0
Sea Isle City city	2.1	0.3	0.6	1.0	0.1	2.1	0.3	0.6	1.0	0.1	2.1	0.3	0.6	1.0	0.1	2.1	0.3	0.6	1.1	0.1	2.2	0.4	0.6	1.1	0.1
Stone Harbor borough	1.6	0.1	0.7	0.7	0.1	1.7	0.1	0.7	0.7	0.1	1.7	0.1	0.7	0.7	0.1	1.7	0.1	0.7	0.7	0.1	1.7	0.1	0.7	0.7	0.1
Upper township	5.7	1.0	1.5	2.4	0.8	5.8	1.1	1.5	2.4	0.8	5.9	1.1	1.5	2.5	0.8	5.9	1.1	1.5	2.5	0.8	6.0	1.1	1.5	2.6	0.8
West Cape May borough	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
West Wildwood borough	2.4	0.1	0.8	1.0	0.5	2.4	0.1	0.8	1.0	0.5	2.4	0.1	0.8	1.0	0.5	2.4	0.1	0.8	1.0	0.5	2.5	0.1	0.8	1.1	0.5
Wildwood city	1.9	0.2	0.7	1.0	0.1	1.9	0.2	0.7	1.0	0.1	1.9	0.2	0.7	1.0	0.1	2.0	0.2	0.7	1.0	0.1	2.0	0.2	0.7	1.1	0.1
Wildwood Crest borough	1.2	0.1	0.2	0.7	0.2	1.2	0.1	0.2	0.7	0.2	1.2	0.1	0.2	0.7	0.2	1.2	0.1	0.2	0.7	0.2	1.2	0.1	0.2	0.7	0.2
Woodbine borough	1.3	0.4	0.3	0.6	0.1	1.3	0.4	0.3	0.6	0.1	1.3	0.4	0.3	0.6	0.1	1.4	0.4	0.3	0.6	0.2	1.4	0.4	0.3	0.6	0.1

thousands	2040					2045					2050					2055					2060				
	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other	TOTAL	Industrial	Retail	Office	Other
Cumberland	81.8	18.1	11.6	39.2	12.9	82.2	18.2	11.4	39.6	13.0	82.6	18.2	11.3	40.0	13.1	82.9	18.3	11.0	40.4	13.2	83.4	18.4	10.8	40.9	13.3
Bridgeton city	9.8	1.6	1.2	5.7	1.3	9.9	1.6	1.2	5.8	1.3	9.9	1.6	1.2	5.8	1.3	10.0	1.7	1.1	5.9	1.3	10.0	1.7	1.1	6.0	1.3
Commercial township	0.6	0.1	0.0	0.1	0.3	0.6	0.1	0.0	0.1	0.3	0.6	0.1	0.0	0.1	0.3	0.6	0.1	0.0	0.1	0.3	0.6	0.1	0.0	0.1	0.3
Deerfield township	1.7	0.3	0.1	0.7	0.7	1.7	0.3	0.1	0.7	0.7	1.8	0.3	0.1	0.7	0.7	1.8	0.3	0.1	0.7	0.7	1.8	0.3	0.1	0.7	0.7
Down																									

(All data expressed in thousands)

thousands	Population									Households (Occupied Housing Units)								
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060
Total SJTPO Region	588.8	594.6	602.5	604.9	601.3	592.8	580.7	568.0	557.1	235.5	243.8	252.7	257.7	258.3	254.9	249.7	244.3	240.2
Atlantic	274.5	279.9	285.7	288.0	286.8	283.0	277.0	270.8	266.0	108.4	113.5	118.7	121.5	121.9	120.5	117.9	115.2	113.4
Cape May	95.3	96.1	96.7	96.2	94.7	92.3	89.5	87.0	85.1	44.1	45.3	46.4	46.7	46.1	44.6	42.9	41.4	40.5
Cumberland	154.2	153.2	154.5	155.2	154.7	152.8	149.9	146.3	142.2	57.8	59.3	61.5	63.2	64.0	63.7	62.9	61.9	60.6
Salem	64.8	65.4	65.6	65.5	65.0	64.7	64.3	64.0	63.7	25.2	25.7	26.1	26.3	26.2	26.2	26.0	25.8	25.7

thousands	Population									Households (Occupied Housing Units)								
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060
Atlantic	274.5	279.9	285.7	288.0	286.8	283.0	277.0	270.8	266.0	108.4	113.5	118.7	121.5	121.9	120.5	117.9	115.2	113.4
Absecon city	9.1	8.8	8.9	9.0	9.0	8.9	8.7	8.5	8.3	3.7	3.8	4.0	4.1	4.1	4.1	4.0	3.9	3.8
Atlantic City city	38.5	39.6	40.4	40.8	40.6	40.0	39.2	38.3	37.6	16.1	16.9	17.6	18.1	18.1	17.9	17.5	17.1	16.9
Brigantine city	7.7	8.0	8.1	8.2	8.2	8.1	7.9	7.7	7.6	3.9	4.0	4.2	4.3	4.3	4.3	4.2	4.1	4.0
Buena borough	4.5	4.5	4.5	4.6	4.6	4.5	4.4	4.3	4.2	1.8	1.9	2.0	2.0	2.0	2.0	2.0	1.9	1.9
Buena Vista township	7.0	6.6	6.7	6.8	6.7	6.7	6.5	6.4	6.3	2.8	2.9	3.1	3.1	3.1	3.1	3.0	3.0	2.9
Corbin City city	0.5	0.4	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Egg Harbor City city	4.4	50.4	51.4	51.8	51.6	50.9	49.9	48.7	47.9	17.3	18.1	19.0	19.4	19.5	19.3	18.8	18.4	18.1
Egg Harbor township	47.8	4.4	4.5	4.5	4.5	4.4	4.3	4.2	4.2	1.7	1.8	1.9	1.9	2.0	1.9	1.9	1.8	1.8
Estell Manor city	1.7	1.6	1.6	1.6	1.6	1.6	1.6	1.5	1.5	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Folsom borough	1.8	1.7	1.8	1.8	1.8	1.8	1.7	1.7	1.6	0.7	0.7	0.7	0.8	0.8	0.8	0.7	0.7	0.7
Galloway township	37.8	38.7	39.5	39.8	39.6	39.1	38.3	37.4	36.8	13.9	14.5	15.2	15.6	15.6	15.4	15.1	14.8	14.5
Hamilton township	27.5	28.9	29.5	29.8	29.7	29.3	28.6	28.0	27.5	10.6	11.1	11.6	11.9	12.0	11.8	11.6	11.3	11.1
Hammonton town	14.7	15.1	15.4	15.5	15.4	15.2	14.9	14.6	14.3	5.5	5.8	6.1	6.2	6.2	6.2	6.0	5.9	5.8
Linwood city	7.0	7.0	7.1	7.2	7.1	7.0	6.9	6.7	6.6	2.7	2.8	2.9	3.0	3.0	3.0	2.9	2.9	2.8
Longport borough	0.9	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Margate City city	5.3	5.8	5.9	5.9	5.9	5.8	5.7	5.6	5.5	2.7	2.8	2.9	3.0	3.0	3.0	2.9	2.9	2.8
Mullica township	5.8	5.7	5.8	5.8	5.8	5.7	5.6	5.5	5.4	2.2	2.3	2.4	2.5	2.5	2.5	2.4	2.4	2.3
Northfield city	8.4	8.6	8.8	8.9	8.8	8.7	8.5	8.3	8.2	3.2	3.3	3.5	3.5	3.6	3.5	3.4	3.4	3.3
Pleasantville city	20.6	20.2	20.6	20.7	20.7	20.4	19.9	19.5	19.2	7.4	7.7	8.1	8.3	8.3	8.2	8.0	7.8	7.7
Port Republic city	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.0	1.0	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.4	0.4
Somers Point city	10.5	10.3	10.5	10.6	10.6	10.4	10.2	10.0	9.8	4.9	5.2	5.4	5.5	5.5	5.5	5.3	5.2	5.1
Ventnor City city	9.2	9.5	9.7	9.8	9.8	9.6	9.4	9.2	9.0	4.4	4.6	4.8	4.9	4.9	4.8	4.7	4.6	4.6
Weymouth township	2.6	2.5	2.5	2.5	2.5	2.5	2.4	2.4	2.3	1.2	1.3	1.3	1.4	1.4	1.4	1.3	1.3	1.3

thousands	Population									Households (Occupied Housing Units)								
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060
Cape May	95.3	96.1	96.7	96.2	94.7	92.3	89.5	87.0	85.1	44.1	45.3	46.4	46.7	46.1	44.6	42.9	41.4	40.5
Avalon borough	1.2	1.3	1.3	1.3	1.3	1.2	1.2	1.2	1.1	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.6	0.6
Cape May city	2.8	2.7	2.7	2.7	2.7	2.6	2.5	2.4	2.4	1.5	1.5	1.6	1.6	1.6	1.5	1.4	1.4	1.4
Cape May Point borough	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Dennis township	6.3	6.3	6.4	6.3	6.2	6.1	5.9	5.7	5.6	2.5	2.6	2.7	2.7	2.7	2.6	2.5	2.4	2.3
Lower township	22.1	22.0	22.1	22.0	21.7	21.1	20.5	19.9	19.5	10.2	10.4	10.7	10.8	10.6	10.3	9.9	9.5	9.3
Middle township	20.4	20.7	20.8	20.7	20.4	19.8	19.3	18.7	18.3	8.7	9.0	9.2	9.2	9.1	8.8	8.5	8.2	8.0
North Wildwood city	3.6	3.6	3.6	3.6	3.6	3.5	3.4	3.3	3.2	2.1	2.1	2.2	2.2	2.2	2.1	2.0	1.9	1.9
Ocean City city	11.2	11.5	11.6	11.5	11.4	11.1	10.7	10.4	10.2	5.9	6.0	6.2	6.2	6.1	5.9	5.7	5.5	5.4
Sea Isle City city	2.1	2.1	2.2	2.1	2.1	2.1	2.0	1.9	1.9	1.2	1.2	1.2	1.2	1.2	1.2	1.1	1.1	1.1
Stone Harbor borough	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.4	0.4	0.5	0.5	0.5	0.4	0.4	0.4	0.4
Upper township	12.5	12.6	12.7	12.7	12.5	12.2	11.8	11.5	11.2	5.2	5.3	5.4	5.5	5.4	5.2	5.0	4.9	4.8
West Cape May borough	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.9	0.9	0.5	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5
West Wildwood borough	0.5	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Wildwood city	5.2	5.2	5.2	5.2	5.1	5.0	4.9	4.7	4.6	2.5	2.5	2.6	2.6	2.6	2.5	2.4	2.3	2.3
Wildwood Crest borough	3.1	3.2	3.2	3.2	3.1	3.0	3.0	2.9	2.8	1.6	1.6	1.7	1.7	1.7	1.6	1.5	1.5	1.5
Woodbine borough	2.1	2.1	2.1	2.1	2.1	2.0	2.0	1.9	1.9	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.7	0.7

thousands	Population									Households (Occupied Housing Units)								
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060
Cumberland	154.2	153.2	154.5	155.2	154.7	152.8	149.9	146.3	142.2	57.8	59.3	61.5	63.2	64.0	63.7	62.9	61.9	60.6
Bridgeton city	27.3	26.9	27.2	27.3	27.2	26.9	26.4	25.7	25.0	7.3	7.5	7.8	8.0	8.1	8.0	7.9	7.8	7.6
Commercial township	4.7	4.4	4.4	4.5	4.4	4.4	4.3	4.2	4.1	1.9	2.0	2.1	2.1	2.2	2.1	2.1	2.1	2.0
Deerfield township	3.1	3.1	3.1	3.1	3.1	3.1	3.0	2.9	2.9	1.2	1.2	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Downe township	1.4	1.3	1.3	1.3	1.3	1.3	1.2	1.2	1.2	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Fairfield township	5.5	5.4	5.4	5.4	5.4	5.3	5.2	5.1	5.0	1.9	2.0	2.1	2.1	2.1	2.1	2.1	2.1	2.0
Greenwich township	0.8	0.8	0.8	0.8	0.8	0.7	0.7	0.7	0.7	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Hopewell township	4.4	4.3	4.3	4.3	4.3	4.3	4.2	4.1	4.0	1.8	1.9	1.9	2.0	2.0	2.0	2.0	1.9	1.9
Lawrence township	3.1	3.0	3.0	3.0	3.0	3.0	2.9	2.9	2.8	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.3	1.2
Maurice River township	6.2	5.2	5.2	5.3	5.2	5.2	5.1	5.0	4.8	1.4	1.4	1.5	1.5	1.5	1.5	1.5	1.5	1.4
Millville city	27.5	27.6	27.8	27.9	27.8	27.5	27.0	26.3	25.6	11.8	12.1	12.6	12.9	13.1	13.0	12.9	12.7	12.4
Shiloh borough	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Stow Creek township	1.3	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Upper Deerfield township	7.6	7.7	7.8	7.8	7.8	7.7	7.6	7.4	7.2	3.1	3.2	3.3	3.4	3.5	3.4	3.4	3.3	3.3
Vineland city	60.8	62.0	62.6	62.8	62.7	61.9	60.7	59.2	57.6	24.3	25.0	25.9	26.6	27.0	26.8	26.5	26.1	25.5

thousands	Population									Households (Occupied Housing Units)								
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060
Salem	64.8	65.4	65.6	65.5	65.0	64.7	64.3	64.0	63.7	25.2	25.7	26.1	26.3	26.2	26.2	26.0	25.8	25.7
Alloway township	3.3	3.3	3.4	3.3	3.3	3.3	3.3	3.3	3.3	1.2	1.2	1.3	1.3	1.3	1.3	1.3	1.3	1.2
Carneys Point township	8.6	8.7	8.7	8.7	8.7	8.6	8.6	8.5	8.5	3.4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.4
Elmer borough	1.3	1.4	1.4	1.4	1.3	1.3	1.3	1.3	1.3	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Elsinboro township	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lower Alloways Creek township	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Mannington township	1.5	1.4	1.4	1.4	1.3	1.3	1.3	1.3	1.3	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Oldmans township	1.9	2.0	2.0	2.0	2.0	1.9	1.9	1.9	1.9	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Penns Grove borough	4.8	4.7	4.8	4.7	4.7	4.7	4.7	4.6	4.6	1.7	1.7	1.7	1.8	1.7	1.7	1.7	1.7	1.7
Pennsville township	12.7	12.9	12.9	12.9	12.8	12.7	12.6	12.6	12.5	5.3	5.4	5.5	5.5	5.5	5.5	5.4	5.4	5.4
Pilesgrove township	4.2	4.2	4.3	4.2	4.2	4.2	4.2	4.2	4.1	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Pittsgrove township	8.8	8.9	8.9	8.9	8.8	8.8	8.7	8.7	8.7	3.2	3.3	3.3	3.4	3.3	3.3	3.3	3.3	3.3
Quinton township	2.6	2.6	2.6	2.6	2.6	2.6	2.5	2.5	2.5	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Salem city	5.3	5.3	5.4	5.3	5.3	5.3	5.3	5.2	5.2	2.1	2.1	2.2	2.2	2.2	2.2	2.2	2.1	2.1
Upper Pittsgrove township	3.4	3.5	3.5	3.5	3.4	3.4	3.4	3.4	3.4	1.3	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Woodstown borough	3.7	3.8	3.8	3.8	3.8	3.8	3.8	3.7	3.7	1.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6

(All data expressed in thousands)

thousands	Population in Households									Average Household Size								
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060
Total SJTPO Region	570.1	575.9	583.6	585.7	582.0	573.7	562.0	550.0	539.5	2.42	2.36	2.31	2.27	2.25	2.25	2.25	2.25	2.25
Atlantic	268.9	274.1	279.6	281.8	280.6	276.6	270.7	264.7	260.1	2.48	2.42	2.36	2.32	2.30	2.30	2.30	2.30	2.29
Cape May	93.8	94.6	95.1	94.6	93.0	90.6	87.9	85.5	83.7	2.13	2.09	2.05	2.03	2.02	2.03	2.05	2.06	2.07
Cumberland	143.4	142.8	144.2	144.8	144.4	142.7	140.1	136.8	132.9	2.48	2.41	2.34	2.29	2.26	2.24	2.23	2.21	2.19
Salem	64.0	64.5	64.7	64.5	64.0	63.7	63.4	63.0	62.8	2.54	2.51	2.48	2.45	2.44	2.44	2.44	2.44	2.44

thousands	Population in Households									Average Household Size								
	2020	2025	2030	2035	2040	2045	2050	2055	2060	2020	2025	2030	2035	2040	2045	2050	2055	2060
Atlantic	268.9	274.1	279.6	281.8	280.6	276.6	270.7	264.7	260.1	2.48	2.42	2.36	2.32	2.30	2.30	2.30	2.30	2.29
Absecon city	9.0	8.6	8.8	8.8	8.8	8.7	8.5	8.3	8.2	2.44	2.24	2.18	2.15	2.13	2.13	2.13	2.13	2.13
Atlantic City city	37.6	38.7	39.5	39.8	39.6	39.0	38.2	37.4	36.7	2.33	2.29	2.24	2.20	2.18	2.18	2.18	2.18	2.18
Brigantine city	7.7	8.0	8.1	8.2	8.2	8.0	7.9	7.7	7.6	2.00	1.97	1.93	1.90	1.88	1.88	1.88	1.88	1.87
Buena borough	4.5	4.4	4.5	4.6	4.5	4.5	4.4	4.3	4.2	2.50	2.36	2.30	2.26	2.25	2.24	2.24	2.24	2.24
Buena Vista township	7.0	6.6	6.7	6.7	6.7	6.6	6.5	6.3	6.2	2.51	2.24	2.18	2.15	2.13	2.13	2.13	2.13	2.13
Corbin City city	0.5	0.4	0.5	0.5	0.5	0.5	0.4	0.4	0.4	2.48	2.25	2.20	2.16	2.15	2.14	2.14	2.14	2.14
Egg Harbor City city	47.6	50.1	51.2	51.6	51.3	50.6	49.5	48.4	47.6	2.75	2.68	2.61	2.57	2.55	2.54	2.54	2.55	2.54
Egg Harbor township	4.4	4.3	4.4	4.5	4.4	4.4	4.3	4.2	4.1	2.51	2.38	2.32	2.29	2.27	2.27	2.27	2.27	2.26
Estell Manor city	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.5	1.5	2.57	2.35	2.29	2.26	2.24	2.23	2.23	2.24	2.21
Folsom borough	1.8	1.7	1.7	1.8	1.7	1.7	1.7	1.6	1.6	2.61	2.39	2.33	2.30	2.28	2.27	2.27	2.28	2.27
Galloway township	35.0	35.8	36.5	36.8	36.6	36.1	35.3	34.6	34.0	2.52	2.46	2.40	2.36	2.34	2.34	2.34	2.34	2.34
Hamilton township	27.0	28.4	29.0	29.2	29.1	28.7	28.1	27.4	27.0	2.54	2.55	2.49	2.45	2.43	2.43	2.43	2.43	2.43
Hammonton town	14.4	14.7	15.0	15.1	15.1	14.9	14.5	14.2	14.0	2.60	2.54	2.48	2.44	2.42	2.41	2.41	2.42	2.41
Linwood city	6.9	6.9	7.0	7.1	7.0	6.9	6.8	6.6	6.5	2.56	2.45	2.39	2.35	2.33	2.33	2.33	2.33	2.33
Longport borough	0.9	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	1.95	1.69	1.65	1.62	1.61	1.61	1.61	1.61	1.60
Margate City city	5.3	5.8	5.9	5.9	5.9	5.8	5.7	5.6	5.5	1.97	2.04	1.99	1.96	1.95	1.94	1.94	1.94	1.94
Mullica township	5.8	5.6	5.7	5.8	5.7	5.7	5.5	5.4	5.3	2.59	2.40	2.34	2.31	2.29	2.28	2.28	2.29	2.28
Northfield city	8.3	8.5	8.6	8.7	8.7	8.5	8.4	8.2	8.0	2.62	2.55	2.49	2.45	2.43	2.43	2.43	2.43	2.42
Pleasantville city	20.4	19.9	20.3	20.5	20.4	20.1	19.6	19.2	18.9	2.76	2.58	2.52	2.48	2.46	2.45	2.45	2.45	2.45
Port Republic city	1.1	1.1	1.1	1.1	1.1	1.1	1.0	1.0	1.0	2.62	2.42	2.36	2.32	2.30	2.30	2.30	2.30	2.29
Somers Point city	10.5	10.3	10.5	10.6	10.5	10.4	10.2	9.9	9.8	2.13	2.00	1.95	1.92	1.90	1.90	1.90	1.90	1.90
Ventnor City city	9.2	9.5	9.7	9.8	9.7	9.6	9.4	9.2	9.0	2.11	2.08	2.03	2.00	1.98	1.98	1.98	1.98	1.98
Weymouth township	2.6	2.4	2.5	2.5	2.5	2.5	2.4	2.4	2.3	2.12	1.91	1.86	1.83	1.82	1.81	1.81	1.82	1.81



Date: 6/28/24
To: TAC
From: David Heller
Re: Seasonal Population and Employment Projections

In addition to the year-round population and employment projections by MCD, given that the SJTPO region experiences a heavy influx of seasonal residents and visitors, the consultant also prepared seasonal population and employment projections.

Seasonal Population

In order to create the seasonal population estimate within the SJTPO region, SJTPO staff used a comprehensive data driven approach, gathering data from a variety of sources. Data sources included the U.S. Census Bureau for permanent resident and housing unit statistics in Atlantic and Cape May Counties and the New Jersey Department of Environmental Protection for Non-Public Potable Water System permits for all four counties. Additionally, sewer flow data was acquired from both the Atlantic County Municipal Utilities Authority and the Cape May County Municipal Utilities Authority (CMCMUA), with a particular focus on monthly and some daily sewer flows from CMCMUA to analyze transient housing and campground occupancy. This comprehensive approach, leveraging data from water permits, sewer flows, and census statistics, provides a foundation for understanding the dynamics of seasonal population changes within the SJTPO region. Using these data sources, a seasonal factor was created for each of the SJTPO MCD's experiencing an influx of population during the summer season (typically defined as the time period between Memorial Day and Labor Day.) These factors are applied to the total population to come up with the total seasonal population.



Date: 6/28/24

Re: Seasonal Population and Employment Projections

Seasonal Communities and Population Factor

Atlantic County		Cape May County		Salem County	
Community	Seasonal Factor	Community	Seasonal Factor	Community	Seasonal Factor
Atlantic City city	158.1%	Avalon borough	1564.7%	Pilesgrove township	219.5%
Brigantine city	181.7%	Cape May city	560.7%	Pittsgrove township	133.9%
Egg Harbor township	102.8%	Cape May Point borough	372.3%		
Estell Manor city	474.1%	Dennis Township	723.5%		
Galloway township	101.3%	Lower Township	202.6%		
Hamilton township	105.6%	Middle Township	216.4%		
Longport borough	335.9%	North Wildwood City	525.0%		
Margate City city	214.5%	Ocean City	445.1%		
Port Republic city	216.3%	Sea Isle City	888.0%		
Somers Point city	107.8%	Stone Harbor Borough	971.8%		
Ventnor City city	109.3%	Upper Township	224.0%		
		West Cape May Borough	290.1%		
		West Wildwood Borough	395.4%		
		Wildwood City	412.6%		
		Wildwood Crest Borough	410.1%		
		Woodbine Borough	132.9%		

Seasonal Employment

Seasonal employment is estimated from the Bureau of Labor Statistics, Current Employment Statistics (CES) program data. The CES provides unadjusted monthly and annual average employment data at the metropolitan area level but is only available for the Atlantic-Hammonton, Ocean City and Vineland-Bridgeton areas. The total for the unadjusted employment data for the months of January and July is used to calculate the seasonal adjustment factors which are applied to the total employment to come up with the seasonal employment numbers. The table below shows the 10-year annual data for Atlantic County as an example, along with the 10-year summation and calculation of each of the metro areas.



Date: 6/28/24

Re: Seasonal Population and Employment Projections

Table 1: Off-Season and In-Season Adjustment Factor

Atlantic-Hammonton	Total Non-Farm (000's)			% of Annual Avg	
	Annual Avg.	January	July	January	July
2014	132.0	127.3	136.9	0.9644	1.0371
2015	128.2	122.9	131.1	0.9587	1.0226
2016	128.2	122.3	131.9	0.9540	1.0289
2017	126.6	121.3	129.4	0.9581	1.0221
2018	130.3	120.9	136.1	0.9279	1.0445
2019	132.6	127.4	135.9	0.9608	1.0249
2020	111.5	127.8	107.6	1.1462	0.9650
2021	121.0	110.4	124.3	0.9124	1.0273
2022	128.1	120.1	131.1	0.9375	1.0234
2023	130.2	123.3	133.3	0.9470	1.0238
10-year Summation					
Atlantic-Hammonton	1,268.7	1,223.7	1,297.6	0.9645	1.0228
Vineland-Bridgeton	583.0	576.1	565.9	0.9882	0.9707
Ocean City	422.1	329.5	565.1	0.7806	1.3388

Weekend/weekday split

The available data on the separation of weekday/weekend work is limited though the Bureau of Labor Statistics, American Time Use Survey (ATUS) provides national information on employment and person hours worked by day of the week. This national survey data for 2022 is used to calculate the percentage of seasonal workers (July) that work on weekdays and on weekends. This is not an either/or work situation as some workers work some days during the work week and then days on weekends or holidays. As national figures, these percentages are applied uniformly to the seasonal July employment for all counties and MCD's and held constant throughout the projection period. The national survey results indicate that 81.27 percent of workers work during weekdays while 29.35 percent work on weekends.

If anyone would like additional information or details behind the methodology or other assumptions used in developing these seasonal projections, please contact me at: dheller@sjtpo.org, or via telephone at: (856)-794-1941.

Federal Fiscal Year 2024 Local Lead Project Status

DBNUM	FUNDING INFO		PROJECT NAME	PHASE	COST (millions)		CED		PS&E SUBMISSION		AUTHORIZATION REQUEST	
	YEAR	SOURCE			Programmed	Authorized	Submitted	Approved	Preliminary	Final	Submitted	Approved
Salem County												
S9912	2022	STBGP-FLEX	Welchville Road (CR 540)	PE	\$0.080	\$0.048	--	--	--	--	8/2/2023	9/7/2022
	2023	OTHER		DES	\$0.065							Not Authorized in FFY 2023
	2026	STBGP-L5K		CON	\$0.900							Anticipated Authorization FFY 2026
S1406	2023	TTF	CR 551 (Hook Road), E. Pittsfield Street to Route 295 (Phase II)	CON	\$0.469							Anticipated Authorization 7/25
According to LPA records, this TTF funded project is programmed in FY 2024, however Salem County needs additional funding and NJDEP permits. Salem County intends to apply for additional funding under the NJDOT FY2024 Local Transportation Projects Fund (LTPF). Authorization in FY 2024 will depend on the status of permits and additional NJDOT funding. Need to verify project sow & limits with 2023 LAIF funding for const. in the amount of \$469,000.00 for milling & paving. LPA cannot complete in-house DES. No LPA docs. submission schedule provided to date.												
S1903	2022	STBGP-B5K200K	Griffith Street/ Grant Street (CR 657)	PE	\$0.060	\$0.030						9/7/2022
	2023	STBGP-B5K200K		DES	\$0.065							Not Authorized in FFY 2023
	2026	STBGP-B5K200K		CON	\$0.750							Anticipated Authorization FFY 2026
Final Design services not authorized in FFY 2023, County anticipates design improvements in-house without seeking federal funds												
S1904	2023	STBGP-L5K	Willow Grove Road (CR 639); Perkintown Road (CR 644)	PE	\$0.075	\$0.139	3/3/2021	6/29/2021	--	--	8/17/2023	9/19/2023
	2024	STBGP-L5K		DES	\$0.075				--	--		Anticipated Authorization FFY 2024
	2027	STBGP-L5K		CON	\$1.500				Estimated 5/2025	Estimated 5/2025		Anticipated Authorization FFY 2027
Received Federal Aid Agreement for the PE phase in the amount of \$81,060.01 on 11/2/23. Agreement is on the agenda for the 12/6/2023 to accept the agreement. We have a proposal from the highest ranking consultant that includes FD phase services to be authorized in FFY2024. Anticipated Required Docs: Project description, project cost estimate, project schedule, consultant FD proposal, preliminary design plans, CED.												
S1908	2023	STBGP-B5K50K	Telegraph Road (CR 540), Phase 2	PE	\$0.060	\$0.118						9/26/2023
	2023	STBGP-B5K50K		DES	\$0.055							Not Authorized in FFY 2023
	2025	STBGP-B5K50K		CON	\$1.500							Anticipated Authorization FFY 2025
Final Design services not authorized in FFY 2023, County anticipates design improvements in-house without seeking federal funds												
S2112	2024	STBGP-L5K	Quaker Neck Road (CR 657), Phase II	PE	\$0.080		--	--	--	--		Anticipated Authorization FFY 2024
	2025	STBGP-L5K		DES	\$0.150		Estimated 1/2025	Estimated 1/2025	--	--		Anticipated Authorization FFY 2025
	2028	STBGP-L5K		CON	\$1.500		Estimated 1/2025	Estimated 1/2025	Estimated 5/2028	Estimated 5/2028		Anticipated Authorization FFY 2028
Draft CED & plans submitted to BEPR on 2/26/24. Awaiting consultant selection pkg. submission. County to advertise RFP as soon as possible. LPA estimated receipt of proposals: 6/30/24. Estimated submission of Proposals to NJDOT for authorization to award the PE phase services: 7/15/24.												
99358	2022	SRTS	Pennsville Township Middle School Pedestrian Safety and Traffic Calming Project	CON	\$0.425			2/27/2024				Anticipated Authorization FFY 2024
Project selected for FY 2022 SRTS funding. CED under review by BEPR. Prelim. PS&E submission by 5/31/24. No other anticipated required docs. submission dates from LPA to date. Estimated auth. request date by Dist.4.												
04314	2023	HSIP	Six Points Roundabout	ROW	\$0.200	\$0.934						9/21/2023
	2025	HSIP		CON	\$3.145					Estimated 3/2025		Anticipated Authorization FFY 2025
SJTPO will work with Urban Engineers on the closeout of the design phase which will not delay the ROW phase of this project or Five Points. Salem County submitted Workable Relocation Assistance Plan (WRAP) via email 9/22/2023.												
04314	2023	HSIP	Five Points Roundabout	ROW	\$0.450	\$0.091						9/21/2023
	2024	HSIP		CON	\$2.328					Estimated 8/2024		Anticipated Authorization FFY 2024
PS&E is ready to be submitted. Awaiting documents from the design engineer; PS&E Submission anticipated by 12/15/2023. SJTPO will work with Urban Engineers on the closeout of the design phase which will not delay the ROW phase of this project or Six Points.												

Updated June 29, 2024

No later than submission dates

CED & Preliminary Submission to BEPR Deadline: **March 31, 2024**

Final PS&E Submission Deadline: **first week of June 2023**

Auth. Pkg. to NJDOT Deadline: **third week of June 2023**

SJTPO HSIP PROJECTS

EMPHASIS AREA	PROJECT NAME	SPONSOR	MUNICIPALITY	COUNTY	PHASE	FUND	STATUS OF AUTHORIZATION	2023	2024	2025	2026	2027	2028	2029	2023-2029			
TBD	Countywide Local Road Safety Plan Design Assistance	SJTPO	Various	Various	PE	HSIP	Programmed								\$0.000			
Intersections	Cumberland County Pilot Roundabout - West Park Drive	Cumberland County	Bridgeton City	Cumberland	ROW	HSIP	Authorized 2021								\$ -			
Intersections					CON	HSIP	Programmed			\$1.035							\$1.035	
Pedestrians and Bicyclists	FY 2023 Local Safety Design Assistance - Cumberland County Ped & Bike Action Plan	Cumberland County	Various	Cumberland	PE	HSIP									--			
Pedestrians and Bicyclists	Bridgeton Pedestrian Safety Improvements		City of Bridgeton		PE	FD	HSIP	Authorized 2023	\$0.417								\$0.417	
						CON	Placeholder			\$0.295								\$0.295
						PE	Authorized 2023	\$0.387										
Pedestrians and Bicyclists	High Street Pedestrian Safety Improvements		City of Millville		PE	FD	HSIP	Programmed				\$0.210					\$0.210	
						CON	Placeholder									\$4.000		
						FD	Authorized 2023	\$0.307										
Pedestrians and Bicyclists	East Avenue Pedestrian Safety Improvements		City of Vineland		PE	FD	HSIP	Programmed			\$0.154						\$0.154	
						CON	Placeholder						\$3.170					
						PE	Authorized 2023	\$0.387										
Pedestrians and Bicyclists	3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements	City of Millville	PE	FD	HSIP	Programmed			\$0.210						\$0.210			
				CON	Placeholder							\$3.500						
				PE	Authorized 2023	\$0.387											\$0.387	
Intersections	Salem County Roundabout (Five Points)	SJTPO	Pittsgrove Twp	Salem	PE	HSIP	Authorized 2019								--			
Intersections		SJTPO			FD	HSIP	Authorized 2020									--		
Intersections		Salem County			ROW	HSIP	Authorized 2023	\$0.091									\$0.091	
Intersections		SJTPO			CON	HSIP	Programmed			\$2.328							\$2.328	
Intersections	Salem County Roundabout (Six Points)	SJTPO	Pittsgrove Twp	Salem	PE	HSIP	Authorized 2019	\$0.876							--			
Intersections		SJTPO			FD	HSIP	Authorized 2020	\$0.876								--		
Intersections		Salem County			ROW	HSIP	Authorized 2023	\$0.934									\$0.934	
Intersections		SJTPO			CON	HSIP	Programmed			\$3.145							\$3.145	

Updated June 29, 2024

SJTPO HSIP Total Programmed \$ 4.275 \$ 2.328 \$ 4.544 \$ 0.505 \$ 3.170 \$ 3.500 \$ 4.000 \$ 9.900

SJTPO CMAQ CRP PROJECTS

DBNUM	PROJECT NAME	SPONSOR	MUNICIPALITY	COUNTY	MPO	PHASE	FUND	STATUS OF AUTHORIZATION	SOLICITATION YEAR	2023	2024	2025	2026	2027	2023-2027
X065	Ventnor Avenue Signal Synchronization Project	City of Ventnor	Ventnor	Atlantic	SJTPO	CON	CMAQ	Authorized	FFY 2022-24		\$1.336				\$ 1,500.00
S2319						CON	CR-AC	Authorized	FFY 2022-24		\$0.164				
X065	Purchase of 7 Replacement Paratransit Passenger Buses	Atlantic County Transportation Unit	Various	Atlantic	SJTPO	n/a	CMAQ	Flexed to NJ TRANSIT	FFY 2018	\$0.616					\$ 0,770.00
S2319						n/a	CR-AC		FFY 2018	\$0.154					
X065	Procurement of 5 low emission, unleaded fuel, body on chassis mini-buses	Cape May County Fare Free Transportation	Various	Cape May	SJTPO	n/a	CMAQ	Flexed to NJ TRANSIT	FFY 2018	\$0.480					\$ 0,616.00
S2319						n/a	CR-AC		FFY 2018	\$0.136					
S2319	Cumberland County Department of Workforce Development "To-Work" Transportation Vehicle	Cumberland County Department of Workforce	Various	Cumberland	SJTPO	n/a	CR-VINELAND	Flexed to NJ TRANSIT	FFY 2022-24	\$0.128					\$ 0,462.00
X065						n/a	CMAQ		FFY 2022-24	\$0.334					
X065	Pacific Avenue Traffic Signal Optimization and ITS Improvements	Atlantic City	Atlantic City	Atlantic	SJTPO	PE	CMAQ	Authorized	FFY 2022-24						\$ -
						FD	Other	--	--						
						CON	CMAQ	Programmed	FFY 2022-24		\$1,200				
X065	New Jersey Avenue Traffic Signal Synchronization	Cape May County	Borough of Wildwood Crest and City of Wildwood	Cape May	SJTPO	CON	CMAQ	Programmed	FFY 2025-27			\$1,830			\$ 2,409.00
S2319						CON	CR-AC	Programmed	FFY 2025-27			\$0,579			
X065	Landis & Valley Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	PE	CR-VINELAND	Programmed	FFY 2025-27		\$0,112				\$ 0,719.00
						FD	CR-VINELAND	Programmed	FFY 2025-27			\$0,057			
						CON	CMAQ	Programmed	FFY 2025-27				\$0,550		
X065	Park and West Traffic Signal Upgrade	Cumberland County	City of Vineland	Cumberland	SJTPO	PE	CR-VINELAND	Programmed	FFY 2025-27			\$0,112			\$ 0,719.00
						FD	CR-VINELAND	Programmed	FFY 2025-27			\$0,057			
						CON	CMAQ	Programmed	FFY 2025-27				\$0,550		

Updated June 29, 2024

DBNUM	Program Name
X065	Local CMAQ Initiatives
S2319	SJTPO Carbon Reduction Program

Total Programmed

CMAQ	\$ 1,430	\$ 2,536	\$ 1,830	\$ 0,550	\$ 0,550
CR >200k (AC)	\$ 0,290	\$ 0,164	\$ 0,579	\$ -	\$ -
CR 50K-200K, including					
CR-VINELAND	\$ 0,128	\$ 0,112	\$ 0,169	\$ 0,057	\$ -
CR-VILLAS	\$ -	\$ -	\$ -	\$ -	\$ -

green = within budget
red = overbudget

CMAQ

Line Item	\$ 1,670	\$ 1,655	\$ 1,833	\$ 1,900	\$ 1,900
Balance	\$ 0,240	\$ (0,881)	\$ 0,003	\$ 1,350	\$ 1,350

Additional CMAQ Resources provided by NJDOT

Line Item	\$ 1,096	n/a	n/a	n/a	n/a
Balance	\$ 0,556	\$ 0,567	\$ 0,579	\$ 0,590	\$ 0,602
	\$ 0,266	\$ 0,403	\$ -	\$ 0,590	\$ 0,602

CR 50K-200K

Line Item	\$ 0,115	\$ 0,325	\$ 0,325	\$ 0,331	\$ 0,337
Balance	\$ (0,013)	\$ 0,213	\$ 0,156	\$ 0,274	\$ 0,337



Date: June 28, 2024
To: SJTPO Technical Advisory Committee
From: SJTPO staff
Re: Technical Program Update

Recently Finished Technical Studies

Regional Vulnerability Framework *recently finished*; ~~Taylor Waymire~~ John Peterson

Michael Baker (MB) International in association with Binera, Inc. (DBE/ESBE)

The Regional Vulnerability Framework Study was completed on June 1st. The project reviewed vulnerabilities of the transportation network in South Jersey to the impacts of extreme weather. The study area includes the four counties within SJTPO. The report uses the Federal Highway Administration's (FHWA's) Vulnerability Assessment and Adaptation Framework and incorporates existing guidance from state agencies on planning for weather-induced hazards now and into the future.

The Subcontract Agreement was fully executed with the Notice to Proceed issued on July 10, 2023. A literature review of existing studies and assessments for the region that identify current resiliency issues and coastal and inland vulnerable assets was completed. A gap analysis memo detailing additional data needs has been completed identifying resilience issues, vulnerable assets, and next steps.

The consultant team solicited feedback and located known problem areas. A TAC workshop was held on February 22, 2024, to discuss final products and deliverables, which led to a change in the initial deliverable contemplated at the onset of this technical study. On April 24th a second public meeting was held, introducing the public to the project team's findings. An interagency meeting was held on May 8th to discuss the final findings and garner any final feedback from the team.

The finalized project can be found in the [Document Library](#) on SJTPO's website. Additionally, each county may request GIS data related to this study for their use.

Scenario Planning for RTP 2050 *recently finished*; David Heller

Stantec Consulting Services, Inc., in association with Stokes Creative Group, Inc. (DBE/ESBE)

As a prelude to its long-range regional transportation plan, SJTPO conducted a scenario planning effort. The study included steps common in a scenario planning process, focusing on identifying key issues or drivers, trends, and associated variables, envisioning scenarios, or plausible futures, and exploring the implications of those scenarios. Stakeholders and the public evaluated the desirability of the various scenarios using an online survey. This study did not result in a preferred scenario but will serve as the basis for selecting strategies to help guide the upcoming RTP update. 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.



Date: June 28, 2024

Re: Technical Program Update

On May 24, 2024, the consultant released the final report can be found in the [Document Library](#) on SJTPO's website. The project is now 100% complete.

FY 2023 Demographics Analysis *almost finished*; David Heller

RLS Demographics, Inc., in association with Public Signals, LLC., and Camoin Associates

This technical study created a new set of demographic forecasts for the SJTPO region incorporating the results of the 2020 Census, the effects of the pandemic, and other impacts on the regional economy since the last demographic projections were adopted in September 2019. This set of forecasts included year-round and seasonal forecasts disaggregated down to the Traffic Analysis Zone (TAZ) level and will serve as the latest planning assumptions for the RTP, expected to be adopted in January 2025.

RLS Demographics convened a virtual workshop on April 8th, in which the methodology to create the demographic forecasts was described, and questions addressed. At their May 13th meeting, the TAC unanimously approved the recommendation to the Policy Board for endorsement of the SJTPO Demographic Projections for the RTP 2050 update. On May 28, 2024, the SJTPO Policy Board approved the year-round demographic projections.

However, shortly following the Policy Board's approval, the consultant noticed slight errors in the methodology which resulted in some minor revisions to household population and household size. The consultant prepared revised demographic forecasts which will be brought to the TAC at their July 8th meeting for their review and consideration. These demographic projections will serve as the "latest planning assumptions" for the update of the RTP and beyond. The consultant has also prepared seasonal projections which will be brought forward to the TAC at their July meeting.

On June 24, 2024, the consultant team also released a beta version of a Data Dashboard, which will ultimately be posted on the SJTPO website for use by SJTPO staff as well as external users once finalized.

SJTPO Regional Freight Plan *recently finished*; William Schiavi

Envision Consultants, Ltd. (DBE/ESBE), in association with KCI Technologies

The study's purpose was to provide technical support to formalize our regional freight planning process and produce a regional freight plan for our region. This effort utilized and built upon the work of the Regional Freight Plan Data Collection & Analysis Study, supplementing data collection and analyses, as it was needed. SJTPO's Regional Freight Plan identifies and prioritizes projects and technologies that address freight congestion, infrastructure deficiencies, and safety, complementing the Statewide freight planning process.

All deliverables have been provided, reviewed, and approved including the Final Report, the Executive Summary, and the ArcGIS Online StoryMap. The project was completed as expected on May 30, 2024.



Date: June 28, 2024

Re: Technical Program Update

Maurice River Corridor Study *recently finished*; ~~Taylor Waymire~~ Jenna Monaghan

Michael Baker International in association with RES Advisors (DBE/ESBE)

The Maurice River Corridor Study was completed on June 1st. The project scoped opportunities for eco-tourism and trails, as well as how to protect the anticipated growth of the maritime industry in the lower portion of the river, laying the groundwork for the future connectivity of Cumberland County into the larger South Jersey Trails and Circuit Trail networks. The study identified the lands with the greatest 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.

The Subcontract Agreement was fully executed with a Notice to Proceed effective March 31, 2023. The technical study kicked off the initial meeting on April 26th and has followed up coordination with SJTPO and Cumberland County through biweekly meetings.

Feedback from the first advisory committee helped influence the direction of the technical study. In addition, with support from various stakeholders (including Whibco, SJEDD, Vineland Economic Commission, NJFWS, Haskins Research Lab, Delaware Bay Watershed, Al and Sam's Canoe and Kayak Rental as well as SJTA, JORBA, NJ Bike and Walk Coalition, and the Vineland Historical Society), three (3) focus groups were conducted with a concentration on Heritage Tourism and Transportation Connectivity.

A second and final public meeting was held on May 15th in person at the Cumberland County Extension Center, followed by a fourth and final Advisory Committee meeting on May 22nd. The project was completed and posted to the [Document Library](#) on SJTPO's website. On June 25th the completed plan was presented to the Cumberland County Board of Commissioners.

Active Technical Studies

Countywide Local Road Safety Plans *ongoing*; ~~Alan Huff~~ Jenna Monaghan

Greenman-Pedersen, Inc. (GPI). in association with Jacobs, Urban Engineers, FHI Studio (DBE), and Techni Quest (DBE/ESBE)

This technical effort will develop and implement four Countywide Local Road Safety Plans to address the unique safety needs of each county and local jurisdiction. The effort will include several critical efforts, including identifying and assembling a series of stakeholders at the local, county, regional, and state levels, extensive roadway feature data collection, data analysis, development of a menu of systemic safety countermeasures, development of an investment strategy, the conduct of a Safe System Assessment, and the creation of the Plan documents. The effort supports the New Jersey's Strategic Highway Safety Plan (SHSP) and is funded with HSIP dollars.

Greenman-Pedersen, Inc. (GPI) was selected at the May 2022 Policy Board meeting to complete this study in association with Jacobs, Urban Engineers, FHI Studio (DBE), and TechniQuest (DBE/ESBE). NJDOT issued and executed the Task Order in late September. A kick-off meeting was held on October 11, 2022.



Date: June 28, 2024

Re: Technical Program Update

A brand and website have been developed (www.SafeRoadsSouthJersey.com). County champions have been identified in each county and two Stakeholder workshops have taken place. The first round focused on introducing the LRSP approach, crash data statistics, and identifying county priorities. The second meeting focused on confirming each county's priorities, introducing the Indicators of Potential Disadvantage, and finalizing emphasis areas of concern.

In January and February, the project team introduced elected officials in each county of the plan and solicited their support. The analysis, plan development, and outreach continue with two (2) Focus Group meetings virtually held along with Steering Committee Meetings 5 and 6, with Steering Committee Meetings 6, and Workshop Meeting 3.

The project team is looking to hold another round of meetings with Local Elected Officials, County Commissioner meetings, and a public meeting, before wrapping up the project. A No Cost Time Extension is necessary to coordinate and hold the meeting. An Amendment to the Subcontract Agreement will be necessary to extend the project end date from September 15, 2024 to December 31, 2024.

Additionally, the project has been scoped for an additional 3rd year of work. The extension will provide consultant support for project implementation to selected counties and/or municipalities. The scope is awaiting approval from NJDOT/FHWA. A Subcontract Amendment will be presented to TAC and the Policy Board for Task Order Modification in the next few months.

Local Safety Program Design Assistance ongoing; Alan Huff Jennifer Marandino

Urban Engineers, Inc. in association with T&M Associates, Richard Grubb & Associates, Inc. (DBE), Imperial Traffic & Data Collection (DBE), KMA Consulting Engineers, Inc. (DBE)

This technical 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. The Local Safety Design Assistance effort will advance the projects from the Cumberland County Bicycle and Pedestrian Safety Action Plan that have been identified, developed, and approved for HSIP funding through the Preliminary Engineering and Final Design (FD) phases of the project delivery process, including:

- 3rd Street and Wheaton Avenue Traffic Calming and Pedestrian Safety Improvements (City of Millville)
- High Street Pedestrian Safety Improvements (City of Millville)
- East Avenue Pedestrian Safety Improvements (City of Vineland)
- Bridgeton Pedestrian Safety Improvements (City of Bridgeton)

A Notice to Proceed was issued for Preliminary Engineering services on November 20, 2023, with the kick-off recently held on Friday, December 15th. The initial task orders authorized funds for Preliminary Engineering Design services and will be modified to add funds to Final Design services.

A SharePoint site has been established to easily share important project information and documents, with a recurring monthly status meeting to keep key stakeholders informed on the ongoings of the project. Survey and base mapping for East Avenue has been completed which allows for preliminary engineering to commence. A field visit of East Avenue was held on May 17th with a site visit of Millville forthcoming.



Date: June 28, 2024

Re: Technical Program Update

Air Quality Technical Assistance *ongoing*; David Heller

AECOM Technical Services, Inc., with Sobers Consulting, LLC. (DBE)

SJTPO solicited proposals from qualified firms, or groups of firms, to perform a new regional emissions analysis for the SJTPO Federal Fiscal Year (FFY) 2024-2033 Transportation Improvement Program (TIP) and the forthcoming update to the Regional Transportation Plan 2050 (RTP update). The next RTP is scheduled for adoption in January 2025. This work is included as a two-year study in the SJTPO FY 2024 Unified Planning Work Program, identified as Task 24/406 with a budget of \$45,000. An RFP was released on January 23, 2024.

A Notice to Proceed was issued on April 8, 2024. A kick-off meeting was held on Wednesday, May 8th. SJTPO staff is working on preparing loaded networks from the South Jersey Travel Demand Model, accounting for any new capacity-building projects. This information shall be provided to the consultant to begin air quality modeling.

Regional Pavement Condition Data Collection *kick-off scheduled*; William Schiavi

SJTPO solicited proposals from qualified firms, or groups of firms, to collect, process, and map pavement condition data on 2,100 miles of roadway to minimally include all county-owned roadways in the region and municipal roadways in Atlantic City and the City of Vineland. As an additional by-product of right-of-way imagery collection, it is desirable to inventory other assets in the region, which may include roadway cross slope, guide rails, inlets, and manholes, among other point or line data. This work is included as a two-year study in the SJTPO Draft FY 2025 UPWP, identified as Task 25/401.

An RFP was released on February 15, 2024, with proposals received on March 21st. Interviews were conducted the week of April 15th. SJTPO has contacted the top-ranked firm, initiating negotiations related to revisions to the scope of work and associated cost estimates.

At their May 13th meeting, the Technical Advisory Committee unanimously approved the recommendation to the Policy Board for the selection of Micheal Baker International, Inc. in association with TechniQuest Corporation as the SBE/DBE firm. A project kick-off meeting has been scheduled for Wednesday, July 10th.

Other Technical Program Efforts

Regional Active Transportation Master Plan *RFP to be released*; TBD

This effort will build upon these activities and advance many of the steps identified in the South Jersey Trails Communication Plan including the development of a Regional Active Transportation Committee to guide many activities and identify a visionary trails network. 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 and develop a Level of Traffic Stress on each roadway. All work would be evaluated, and recommendations developed based on equity analyses of the region and lay the groundwork for a unified bicycle and



Date: June 28, 2024

Re: Technical Program Update

pedestrian count program.

A Request for Proposal (RFP) was initially anticipated to be released in July 2023 but has been delayed until 2024, in anticipation of filling the vacant Program Manager position. While the position has been recently filled, a revised schedule and timeline for this effort has not yet been developed.

Strategic Data Management Development *RFP to be released; TBD*

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.

A Request for Proposal (RFP) was initially anticipated to be released in July 2023 but has been delayed until 2024, in anticipation of filling the vacant Program Manager position.

Automated Traffic Signal Performance Feasibility and Deployment *ongoing;*

~~Taylor Waymire~~ Kent Schellinger/Jennifer Marandino

After research and consultation, it was determined that the most cost-effective and feasible solution was to purchase Signal Analytics, which is an ancillary data product to the INRIX data suite. As a member of the Eastern Transportation Coalition, through its relationship with NJDOT, SJTPO has access to the INRIX data suite and the ability to purchase additional data platforms such as Signal Analytics. The cloud-based data provides access to systemwide traffic signal metrics without the need to invest in physical equipment.

SJTPO has purchased INRIX Signal Analytics which was utilized by SJTPO and our subregional partners to analyze traffic signal metrics at select signalized intersections within the SJTPO region. An initial purchase with access to Signal Analytics (for 88 signalized intersections) was made in 2022 (contract period 3/1/2022 to 2/2/2023) with a second-year purchase and access to the data through February 28, 2024. SJTPO recently executed a Second Amendment to Agreement with the University of Maryland, College Park, extending the period of performance to December 31, 2024, for no additional fee.

SJTPO has found great value in the data, specifically helping with congestion management planning efforts. As part of task order modification to SJTPO's FY 2025 UPWP, SJTPO has requested to purchase two additional years of access to Signal Analytics. The 88 signals in the SJTPO region complement the upcoming purchase by NJDOT for 50 traffic signals total in the State (approximately 15 in the South region).

Rowan University and NJDOT Division of Traffic Engineering have been provided access to the SJTPO data for their research and analysis.