

2021

South Jersey
Transportation
Planning Organization



Access for All Transit Plan

Adopted, March 22, 2021

“

Reducing
inefficiencies and
unmet needs for the
transportation-
disadvantaged
population.

—



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1. Introduction

The South Jersey Transportation Planning Organization (SJTPO) has prepared the Access for All Transit Plan, more widely known as a Coordinated Human Services Transportation Plan (CHSTP), for the SJTPO counties of Atlantic, Cape May, Cumberland and Salem. Traditionally, SJTPO oversees and manages the preparation of these plans on behalf of the four counties, which are concerned with facilitating transportation services for a segment of the population that needs and depends on the services. As required by law, a CHSTP must include the following elements for the four-county region:

- Demographics of the transit dependent population (profile and location) and of significant desired transportation destinations for this segment of the population (i.e., shopping centers, major places of employment, hospitals and medical facilities)
- A list and description of current transit and human services transportation services, including state, county, municipal and private transit services
- Identification of needs of the transit-dependent population not met by the current transit or human services transportation
- Identification of inefficiencies in the range of services provided in the region, including duplication of services and potential for service coordination and recommendations for dealing with unmet needs and reducing inefficiencies in the provision of current and planned human services transportation

Federal and state regulations require that the 2015 CHSTP (2015 Plan) be updated in 2020. Due to COVID-19 restrictions, the anticipated Policy Board approval of the SJTPO Access for All Transit Plan was postponed until March of 2021, with federal approval of this timeline.

Human services transportation refers to the services provided to a segment of the population considered to be transportation-disadvantaged and that, for various reasons, is unable or not permitted to operate a motor vehicle. This can include senior citizens, persons with disabilities, persons of low-income, and even underage youths. This disadvantaged population often requires some means of transportation to get to places of employment or job training, medical appointments (including dialysis and physical therapy), shopping or other destinations.

The needs of the transportation-disadvantaged population are extensive and, in many cases, specialized (i.e., the need for handicapped-accessible transportation and, for job-related trips, to accommodate work shift schedules). Additionally, it can be a challenge to identify where the needs are desired throughout the region. The goals of human services transportation planning are to:

- Adequately identify and define the needs of the transportation-disadvantaged population;
- Provide for these needs to the greatest extent possible; and

- Provide the services to meet these needs in a cost-effective manner (i.e., to maximize service quality and coverage and minimize cost).

To meet these challenges, a federal initiative was created for counties to prepare a CHSTP. The purposes of the Access for All Transit Plan are:

- Provide an inventory of existing human services and general transit services;
- Identify unmet transportation needs of this segment of the population;
- Propose recommendations, strategies and/or options for meeting these needs; and
- Propose strategies to reduce the cost and improve the efficiency of the overall human services transportation system, primarily by promoting some level of coordination and cooperation among the provider of these services.

It is the policy of various levels of government to assist in providing transportation services to the transportation-disadvantaged. In addition to this, many private agencies, such as Arc and Easter Seals, provide transportation services to respective clients. These services are supported in part through various federal and state funding programs, as well as local taxes and private foundations (i.e., Pascale Sykes). These state and federal funding program include:

- **Section 5307, the Urbanized Area Formula Program** – makes federal resources available to urbanized areas (incorporated areas with a population of 50,000 or more) and to governors for transit capital and operating assistance in urbanized areas and transportation-related planning
- **Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities** – provides formula funding for the purpose of assisting private, nonprofit organizations in meeting the transportation needs of older adults and persons with disabilities when the transportation service provided is unavailable, insufficient or inappropriate to meeting these needs
- **Section 5311, Formula Grants for Rural Areas** – provides capital, planning and operating assistance to support public transportation in (defined) rural areas with populations of less than 50,000
- **New Jersey Job Access and Reverse Commute Program (NJ JARC)** – formerly a federal program, NJ JARC is now a state program whose purpose is to address the transportation challenges faced by welfare recipients and low-income persons seeking to obtain/maintain employment, including those residing in the inner cities trying to access jobs in suburban areas. NJ JARC provides assistance for capital, planning and operating expenses for projects that transport low-income persons to/from jobs and activities related to employment and for reverse commute projects
- **Senior Citizen and Disabled Resident Transportation Assistance Program (SCDRTAP)** – the purpose of this program is to provide accessibility and mobility for the state’s senior citizen population and persons with disabilities. The program is funded by a portion of the tax paid by the state’s casino gaming revenues, and is allocated to the counties for transit

operating, administrative and capital expenses related to county-run transportation services for senior citizens and the persons with disabilities

- **Congestion Mitigation and Air Quality (CMAQ) Program** – a federal program that funds projects that improve air quality and reduce traffic congestion. CMAQ program funds can be used by human services transportation providers to purchase alternative-fueled vehicles, or for any vehicle-related acquisition project that falls within the parameters of this program
- **Coronavirus Aid, Relief and Economic Security (CARES) Act** – the CARES Act was signed into law on March 27, 2020. As part of this Act, the Federal Transit Administration (FTA) authorized funding to recipients of urbanized area and rural area formula funds. Funding was made available to New Jersey to assist human services transportation providers in response to challenges posed by the COVID-19 pandemic, including reimbursement for personal protection equipment expenditures, and for other transit-related needs related to the epidemic. Additional information on the CARES Act can be found at: www.transit.dot.gov/cares-act.
- **Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSA)** – the CRRSA Act was signed into law on December 27, 2020. \$14 billion (out of the \$900 billion total) from this Act is to be allocated to the transit industry during the COVID-19 public health emergency. Specifically, this \$14 billion will go to recipients of urbanized area and rural area formula funds, and be distributed as follows:
 - \$13.26 billion for urbanized areas (Section 5307);
 - \$678.2 million allocated to rural areas and tribes (Section 5311); and
 - \$50 million allocated for the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310).

More information on CRRSA can be found at: www.transit.dot.gov/funding/grants/coronavirus-response-and-relief-supplemental-appropriations-act-2021. In addition to the funding programs identified above, there are a number of other funding programs available through the Federal government that can fully or partially fund human services transportation services. The FTA's Coordinating Council on Access and Mobility (CCAM) has an extensive inventory that identifies 130 Federal programs that are able to provide funding for human services transportation for persons with disabilities, older adults, and/or individuals of low-income. This inventory is available at: www.transit.dot.gov/regulations-and-guidance/ccam/about/ccam-program-inventory.

The CCAM also recently issued a Federal Fund Braiding Guide, available at: <https://www.transit.dot.gov/regulations-and-programs/ccam/about/coordinating-council-access-and-mobility-ccam-federal-fund>. Federal fund braiding allows grants applicants to use federal funds provided from another federal program to meet Local Match requirements. Although federal funds are typically prohibited for use as a local match, the Guide identifies federal programs where federal fund braiding is allowed.

Human services transportation is a fundamental need, and in times of scarce fiscal resources, governments as well as private providers need to work closely together to coordinate efforts and ensure that transportation services are being provided as cost-effectively as possible. Effective solutions for meeting the needs of human services transportation within these constraints is the purpose of this Access for All Transit Plan.

In addition to the system recommendations identified in a CHSTP, there is a funding component as well. Applications for human services transportation funding or vehicles under FTA Section 5310 must show proposals are responding to an unmet need or recommendation included in a CHSTP, or that the proposal relates to an existing service identified in the Plan (i.e., satisfying the Plan's goal of maintaining the existing system). For some of the other human services transportation funding programs, applications do not have to respond to an unmet need or recommendation included in a CHSTP. However, applications are often given priority if addressing an unmet need or recommendation.

2. Plan Development and Public Outreach

This CHSTP, referred to as the **Access for All Transit Plan**, was prepared by SJTPO staff for Atlantic, Cape May, Cumberland, and Salem Counties. The Access for All Transit Plan builds on and relies heavily on the needs, recommendations, and analysis of SJTPO's 2015 Plan, which was a thorough and comprehensive examination of the human services transportation problems and needs in the region.

Recommendations from the 2015 Plan were carried over, modified or deleted based on extensive outreach to the four counties and stakeholders. Information that was evaluated included changes in:

- Human services transportation service in the region (new or discontinued services)
- Demographics of the transit-dependent population (i.e., major increases in the senior citizen population)
- Other factors in the current environment that could create a need for a new route or service (i.e., new industrial park or hospital)
- Opportunities for services that did not exist in 2015 (as a result of new funding programs or new technologies that assist in mobility management efforts)

Changing conditions and assumptions since completion of the 2015 Plan were identified through:

- The public outreach process (described below)
- An internal review of information on existing conditions, new human services transportation funding opportunities, and other factors related to human services transportation

Public Outreach Process

Much of the input relating to the state of the region's current human services transportation system and transportation needs, as well as the current validity of the recommendations included in the 2015 Plan, were derived from the Access for All Transit Plan's public outreach process. This process included, for each individual county, the formation of a project steering committee, the compiling of a list of stakeholders who provide or have an interest in human services transportation, and efforts to involve the general public (through a series of meetings). This public outreach process involved:

- Conducting surveys of the administrators of the five (5) county-run transit/para-transit systems
- Holding meetings with the county steering committees (one committee per county)
- Conducting surveys of the Access for All Transit Plan stakeholders in each county
- Holding open public meetings in the SJTPO region to solicit input from transportation providers and the general public in the initial Access for All Transit Plan development phase and the final Access for All Transit Plan review phase

Plan Outreach Committees

The Access for All Transit Plan **County Steering Committees** consisted primarily of representatives from:

- The county agencies that administer county-run human services transportation
- The county offices on aging and the disabled, which in some counties are combined into one department
- The county planning departments
- New Jersey Transit (NJ TRANSIT)
- County Workforce Development Boards
- Cross County Connection Transportation Management Association (CCCTMA)

The Access for All Transit Plan **Stakeholders** included approximately 100 agencies and organizations. Stakeholders in each county were sent surveys and were invited to all Access for All Transit Plan public meetings. The stakeholders consisted of representatives from:

- Any county department involved with or have an interest in its county's human services transportation services (i.e., departments of aging and disabled, veterans service, human services departments)
- County Workforce Development Boards
- Private agencies that provide, or need to have access to, human services transportation services
- NJ TRANSIT (several representatives)

- The United States Department of Transportation (US DOT) and New Jersey Department of Transportation (NJDOT)

Plan Outreach – Surveys and Meetings

In order to determine the current state of the human services transportation services in the region, the current validity of the 2015 Plan's recommendations and any additional transportation needs not identified, the Access for All Transit Plan outreach process (surveys and meetings) focused on these questions and issues. At the beginning of the Access for All Transit Plan development, the administrators of the county-run transportation services were surveyed, and the following questions were asked:

- Do you feel that the strategies and recommendations of the 2015 Plan for your county are still valid?
- Have any of these recommendations or strategies been implemented since 2015?
- Have there been any new services or strategies proposed or implemented since 2015?
- Are there new human services transportation needs not included in the 2015 Plan that should be included in the Plan update?
- Do you have a county Transportation Coordinating Committee?
- Is there anything else that should be covered or considered in the Plan update?

All of those surveyed responded and, for the most part, agreed that the recommendations of the 2015 Plan were still valid and to be included in the Access for All Transit Plan. The comments received from this outreach process are summarized in [Chapter 5](#) and [Appendix B](#).

For the reasons noted above, the Access for All Transit Plan stakeholders were surveyed in the outreach process and the following questions were asked:

- What are your transportation needs?
- What improvements to current transit services would you like to see?
- Other comments/additional opportunity to offer feedback?

Even though the response to the stakeholder survey was less than expected, the survey offered transportation providers and users of these services the opportunity to comment on transportation needs and recommendations. Survey responses are briefly summarized in [Chapter 5](#) and [Appendix B](#).

In addition to the surveys, meetings were held in and for each county with the steering committees of those counties, and public meetings were held in Salem and Cumberland Counties prior to COVID-19 social gathering restrictions, which impacted the meetings planned for Atlantic and Cape May Counties. The purposes of these meetings were to:

- Explain the purpose of a CHSTP, why it is needed, what it needs to accomplish, and why it is being updated

- Review human services transportation in the county and solicit input on the current status of these services
- Review the recommendations from the 2015 Plan for the county and solicit input on the current validity and status (i.e., have any recommendations been implemented)
- Review general comments and recommendations received up to that time from the public outreach process

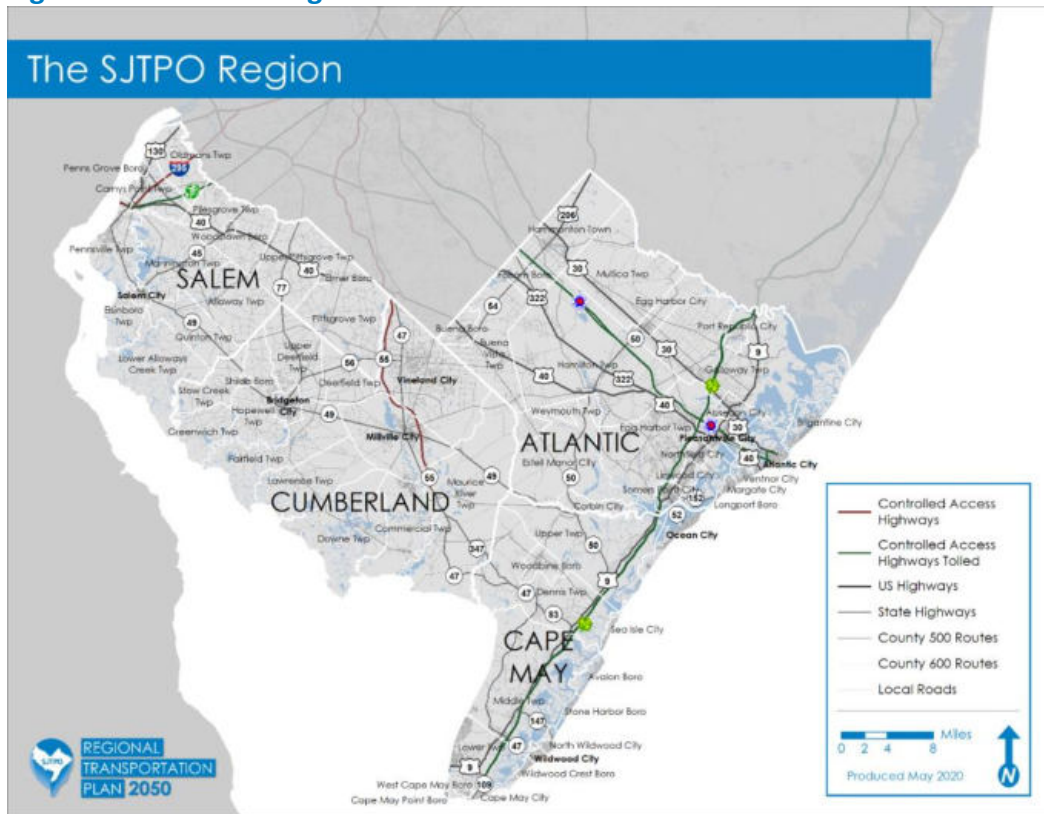
The initial outreach meetings and efforts were a valuable source of information on the state of the existing transportation system and served to verify the validity of the 2015 Plan recommendations, which were implemented into this Access for All Transit Plan.

A public comment period for the Draft Access for All Transit Plan was held from Monday, January 25, 2021 through Wednesday, February 24, 2021. Virtual public meetings to review and discuss the Draft Access for All Transit Plan with interested members of the public were held on Thursday, February 11, 2021 (10:00 AM) and Wednesday, February 17, 2021 (6:00 PM) via GoToWebinar. Attendees learned about the fundamental components of the Plan, such as the recommendations and next steps, and also had the opportunity to ask questions.

3. Regional Profile

SJTPO covers a region comprised of 68 municipalities in the four counties of Atlantic, Cape May, Cumberland, and Salem, displayed in [Figure 1](#), below. The region is about 1,778 square miles in total area, accounting for nearly 20 percent of New Jersey's total area. As [Figure 1](#) shows, most of the developed areas in the region are in the Vineland and Millville area (central portion of the region), the Atlantic City urbanized area and shore area in the east, and the small, urbanized areas along the western portion of the region (i.e., Salem City and Pennsville, Pennsgrove and Carneys Point Townships). There are also extensive sparsely developed rural areas and scattered urban clusters and small towns in the region, creating problems and challenges for providing mass transit or human services transportation services to those in these areas that need it, including the transit-dependent population that is the focus of this Access for All Transit Plan. The much sparser population and employment density of the SJTPO region compared to the rest of the state can belie the fact that New Jersey is the densest state in the United States.

Figure 1: The SJTPO Region



As seen in [Table 1](#), the SJTPO region has been losing population over the past several years. According to the US Census, the region’s population declined by a little more than two percent between 2010 and 2018. There is also a decline in total population of a little more than 15,000, or 2.6 percent, from the 2015 baseline population assumed in the 2015 Plan. In spite of this population decline, SJTPO’s RTP 2050 forecasts a modest population growth of approximately 3.3 percent between 2020 and 2050, or 0.11 percent per year ([Table 2](#)).

Table 1: SJTPO Region, Population Changes, 2010 to 2018

	2010	2015	2018	Change (2010 to 2018)	Change percentage
Atlantic County	273,162	275,376	268,539	- 4,623	-1.69%
Cape May County	97,684	95,805	93,705	- 3,979	-4.07%
Cumberland County	155,456	157,035	153,400	- 2,056	-1.32%
Salem County	65,982	65,120	63,336	- 2,646	-4.01%
	592,284	593,336	578,980	- 13,304	-2.25%

Source: 5-Year ACS. 2010, 2015, 2018.

Table 2: SJTPO Region, Population Projections, 2020 to 2050

	2020	2030	2040	2050	Change	Change Percentage
Atlantic County	266,141	270,296	274,746	279,268	13,127	4.9%
Cape May County	92,386	91,565	91,761	91,958	- 428	- 0.5%
Cumberland County	151,412	154,899	159,523	164,285	12,873	8.5%
Salem County	62,198	60,064	57,724	55,475	- 6,724	- 10.8%
	572,148	576,957	583,937	591,002	18,855	3.3%

Source: RTP 2050.

Age Distribution

Table 3 provides an age breakdown of population totals by county from the Census Bureau's 2018 American Community Survey. In assessing the proportion of population most likely to be dependent on human services transportation, a common indicator is the number and percentage of population aged 65 and over. As seen in Table 4, with the exception of only Cumberland County, all of SJTPO's counties exceed the population aged 65 and over compared to the state of New Jersey as a whole, as well as the United States. In addition, as also evidenced by Table 4, there has been an increase in the number and percentage of population ages 65 and over since the 2015 Plan was released. The SJTPO region skews towards an older population, which is more likely to need human services transportation.

Table 3: Age Distribution, SJTPO Region

	Atlantic County	Cape May County	Cumberland County	Salem County	Total	Percentage
Under 5 years	15,268	4,381	9,945	3,428	33,022	5.70%
5 to 9 years	15,623	4,413	10,489	4,103	34,628	5.98%
10 to 14 years	16,862	4,752	10,013	3,734	35,361	6.11%
15 to 19 years	17,262	4,974	9,392	3,889	35,517	6.13%
20 to 24 years	18,141	5,309	9,650	3,928	37,028	6.40%
25 to 29 years	16,562	5,195	11,215	3,733	36,705	6.34%
30 to 34 years	15,287	4,438	11,048	3,430	34,203	5.91%
35 to 39 years	14,787	4,476	10,712	3,842	33,817	5.84%
40 to 44 years	15,860	4,258	9,621	3,771	33,510	5.79%
45 to 49 years	18,109	5,421	10,248	4,113	37,891	6.54%
50 to 54 years	20,303	6,895	10,282	4,780	42,260	7.30%
55 to 59 years	21,137	6,977	10,181	4,710	43,005	7.43%
60 to 64 years	17,879	8,644	8,279	4,693	39,495	6.82%
65 to 69 years	14,129	7,868	7,186	3,645	32,828	5.67%
70 to 74 years	12,074	5,584	5,610	2,681	25,949	4.48%
75 to 79 years	8,033	4,224	3,848	1,905	18,010	3.11%

80 to 84 years	5,840	2,889	2,683	1,264	12,676	2.19%
85 years and over	5,383	3,007	2,998	1,687	13,075	2.26%
Total	268,539	93,705	153,400	63,336	578,980	100%

Source: 2014-2018 ACS.

Table 4: Population Aged 65 and Over, SJTPO

	2020 Plan		2015 Plan		Change 2015-2020	
	Number	Percent	Number	Percent	Number	Percent
Atlantic County	45,459	16.9%	39,305	14.3%	6154	15.7%
Cape May County	23,572	25.2%	21,113	21.8%	2,459	11.6%
Cumberland County	22,325	14.6%	19,936	12.7%	2,389	12.0%
Salem County	11,182	17.7%	10,036	15.2%	1,146	11.4%
NJ	1,376,863	15.5%	1,196,090	13.6%	180,773	15.1%
US	49,238,581	24.8%	40,671,441	13.2%	8,567,140	21.1

Source: 2014-2018 ACS. [2015 Plan](#) ([2012 ACS 5-Year Estimates](#)).

Income Levels

In addition to the SJTPO region skewing older, it is also poorer, relative to the rest of New Jersey and to the United States, as a whole. As depicted in [Table 5](#), with the exception of Cape May County, SJTPO’s counties have a higher rate of population falling below the poverty level than the state of New Jersey. Further, Atlantic and Cumberland Counties have a higher rate of population falling below the poverty level than the United States.¹ [Table 5](#) also shows that the overall percentages of people living at or below the poverty line has increased from the 2015 Plan. As with old age, these lower-than-average income levels lead to a greater need and dependence on human services transportation.

¹ Per the federal poverty guidelines for 2018, the poverty threshold for a family/household of one person was \$12,784; for a family/household of four, it was \$25,701. At: [US Census Bureau Poverty Thresholds](#).

Table 5: Poverty Status of SJTPO Counties, 2020 and 2015 Plans

Area	2020 Plan		2015 Plan	
	# Below Poverty Level	% Below Poverty Level	# Below Poverty Level	% Below Poverty Level
Atlantic County	37,471	14.3%	34,002	12.4%
Cape May County	10,140	11.1%	9,186	9.5%
Cumberland County	24,830	17.6%	23,460	15%
Salem County	8,067	13.0%	7,296	11%
NJ	904,132	10.4%	850,559	9.9%
US	44,257,979	14.1%	44,852,527	14.9%

Source: 2014-2018 ACS, 2015 Plan.

In addition to the higher rate of poverty levels within the SJTPO region relative to the rest of New Jersey and the Country, the SJTPO region has a higher percentage of people with an ambulatory disability, as depicted in [Table 6](#). An individual is classified as having an “ambulatory disability” if he/she/they have serious difficulty walking or climbing stairs.

Table 6: Ambulatory Disability Characteristics of SJTPO Counties, 2020 vs. 2015

Area	# with an ambulatory disability (2020)	% with an ambulatory disability (2020)	# with an ambulatory disability (2015 Plan)	# with an ambulatory disability (2015 Plan)
Atlantic County	35,805	13.5%	18,775	6.8%
Cape May County	12,960	14.1%	6823	7%
Cumberland County	19,878	14.0%	12,596	8.0%
Salem County	9,405	15.1%	4,715	7.1%
NJ	913,681	10.4%	203,758	3.7%
US	40,071,666	12.6%	9,821,754	5.1%

Source: 2014-2018 ACS.

Each of SJTPO’s four (4) counties has a higher percentage of its population who have an ambulatory disability than the rest of New Jersey and the Country. The percentage of people with an ambulatory disability within the SJTPO region has also increased from the 2015 Plan, as depicted in [Table 6](#). As such, the SJTPO region’s higher-than-average percentage of people with a disability leads to a greater need and dependence on human services transportation.

Zero-Vehicle Households

Another major determinant of households dependent on human services transportation is the percentage of households without a vehicle. As seen in [Table 7](#), both Atlantic and Cumberland Counties have a higher percentage of households without a vehicle relative to the national average.

Relative to the rest of New Jersey, the percentages are smaller, but may be explained by the abundance of public transit resources available in the northern parts of the State, making car ownership less necessary to meet mobility needs. However, the percentage of households without a vehicle has improved as shown by the percentage decrease from 2015. Unlike other parts of the State, the SJTPO region has few public transit options, which makes having a car a necessity to meet basic mobility needs. While still available in the SJTPO region, even ride-hailing services, such as Uber and Lyft are more limited in rural areas. Further, the average user of human services transportation cannot afford the fares charged by these ride-hailing services. Even though the percentage of households without a vehicle is improving, not having a personal automobile remains a major obstacle for many people throughout the SJTPO region to access vital human services.

Table 7: Percentage of Households with Zero Vehicles, SJTPO Counties, 2020 vs. 2015

Area	2020 Plan Number	2020 Plan % without vehicle	2015 Plan Number	2015 Plan % without vehicle
Atlantic	13,137	13.2	13,530	13.4%
Cape May	3,014	7.6	3,969	9.1
Cumberland	5,188	10	5,378	10.6
Salem	1,849	7.7	2,317	9.3
NJ	372,608	11.7	374,008	11.7
US	10,424,934	8.7	10,405,375	9.0

Source: 2014-2018 ACS. 2015 HSTP (2012 ACS 5-Year Estimates).

Major Destinations

There are many destinations throughout the SJTPO region that users of human services transportation need routine access to, including Food Banks, Adult Day Care Centers, Hospitals and Clinics, and human services agencies (i.e., vocational centers and training facilities for

persons with disabilities). Although many of these services are concentrated in the major cities of Vineland and Atlantic City, many are located in less accessible parts of the region and require a reliable means of transportation for users to access. In addition to trips to the doctor or social services, destinations of human services transportation also include employers, as those without vehicles or some sort of disability often continue working regular jobs and need access to work.

Figure 2, Figure 3, Figure 4, and Figure 5, below, show the locations of each of the essential services for each of the four counties within the region. It should be noted that in Atlantic County, approximately 85 percent of the destinations are within ¼ mile of an existing transit route, 100 percent of the destinations in Cape May County are accessible within a ¼ mile of an existing transit route, 65 percent of the destinations in Cumberland County are within ¼ mile of an existing transit route, and 69 percent of the destinations in Salem County are within ¼ mile of an existing transit route.

Figure 2: Locations of Major Human Services Destinations: Atlantic County

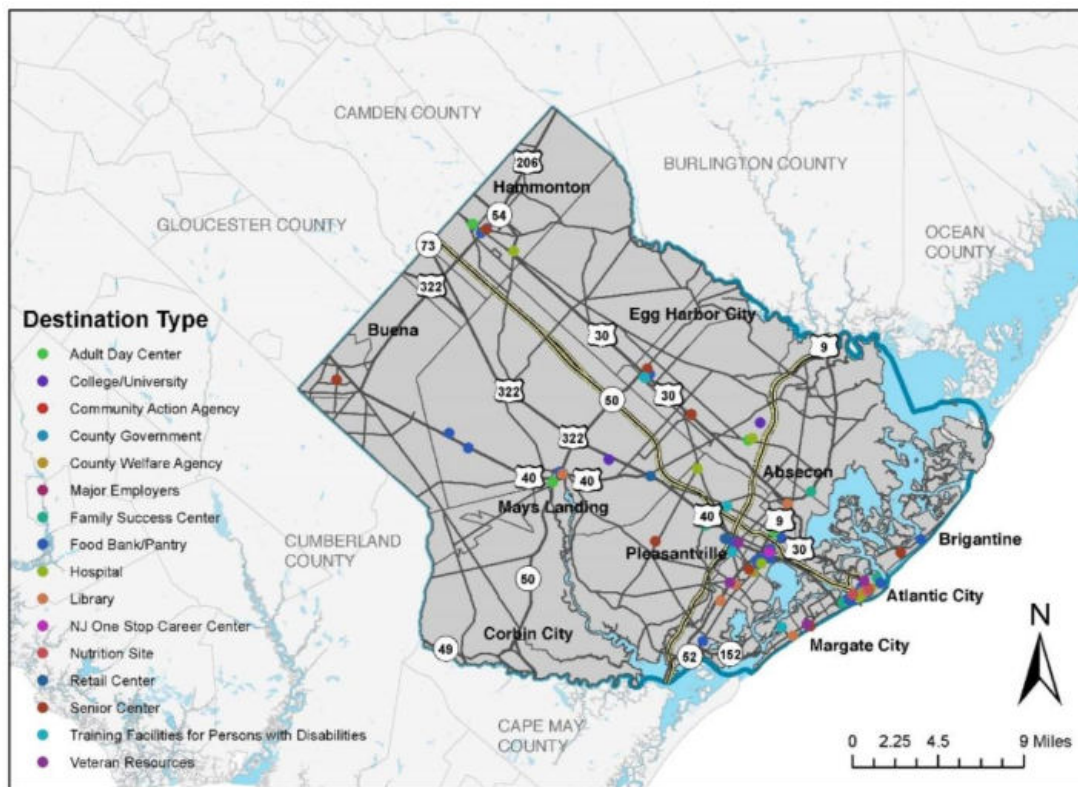


Figure 3: Locations of Major Human Services Destinations: Cape May County

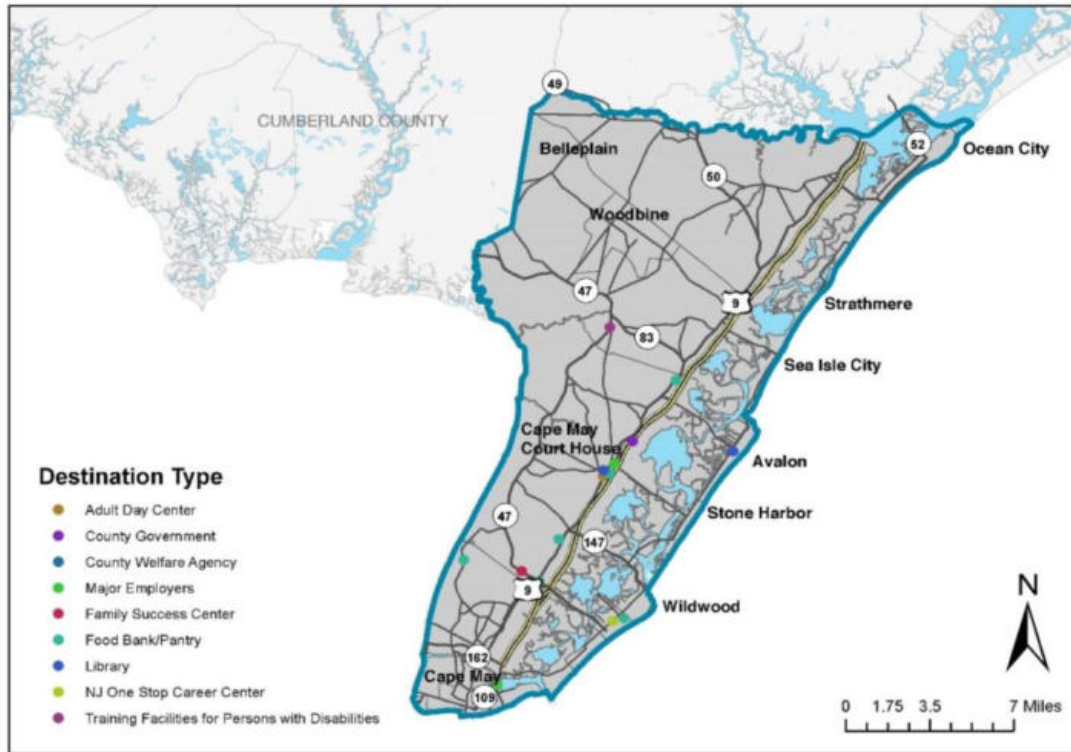


Figure 4: Locations of Major Human Services Destinations: Cumberland County

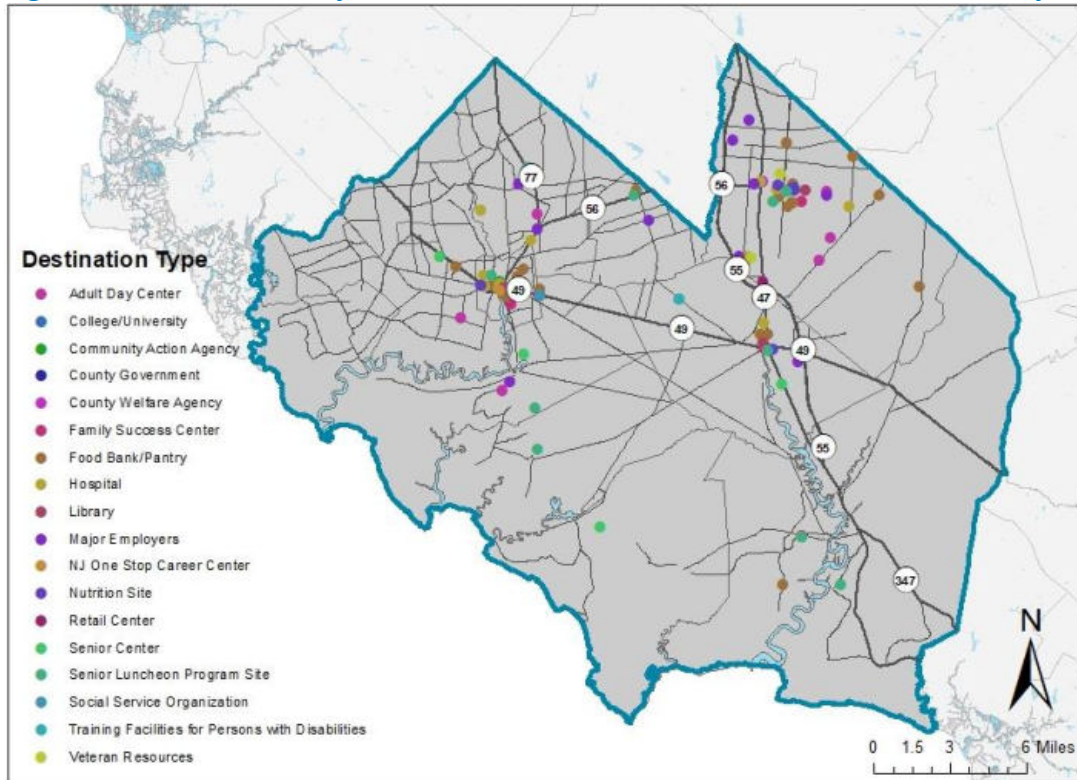
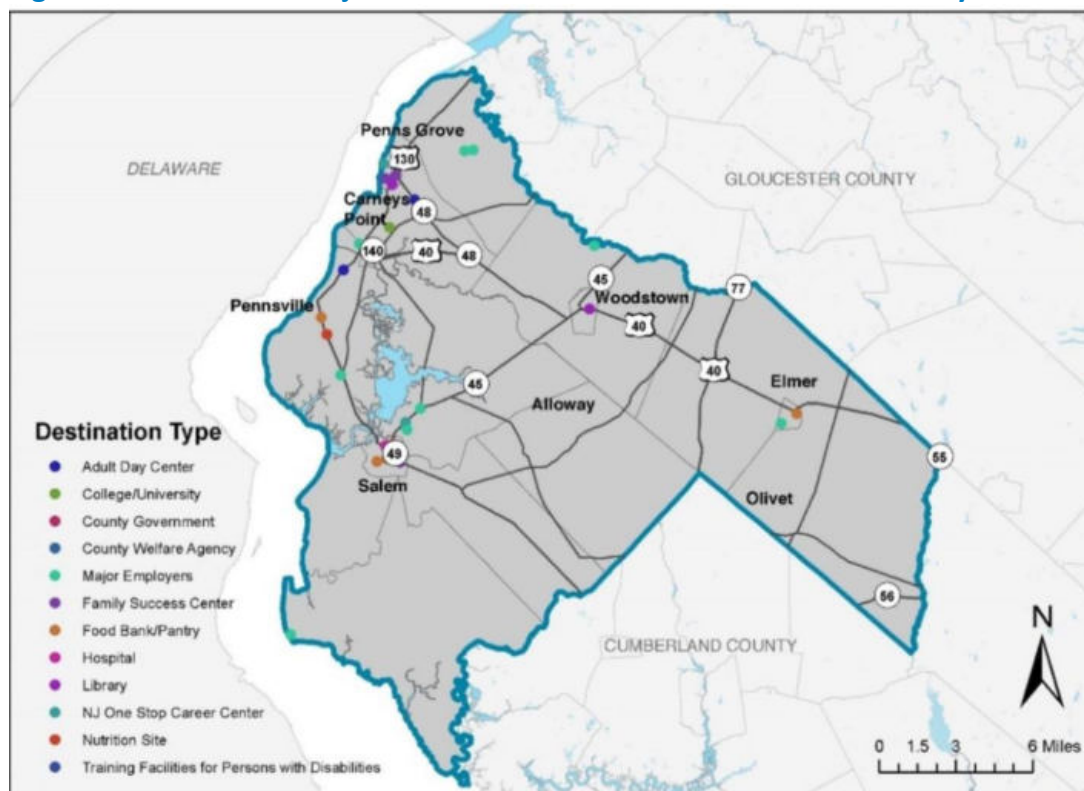


Figure 5: Locations of Major Human Services Destinations: Salem County



Overall Regional Trends

Relative to the State of New Jersey and the Country as a whole, the SJTPO region has a larger percentage of people who need human services transportation – i.e., older, poorer, and a greater proportion of people with an ambulatory disability. This was the case in the 2015 Plan, and with the exception of households with zero vehicles, these demographics have increased with this Access for All Transit Plan. In the SJTPO region, there continues to be few public transit resources, particularly fixed-route, relative to the rest of the State. As a result of these factors, the SJTPO region has a higher concentration of people who need human services transportation. In addition to an individual’s personal welfare and even survival in many cases, an individual’s lack of mobility can extend beyond the individual household to broader society. According to a study by NJ TRANSIT, 81 percent of the riders using the Atlantic County shuttles are considered essential workers – those in health care, emergency management, food service, delivery drivers, utilities, and transportation – and public transportation is these workers’ only mobility option. In times of a global pandemic, as the world is experiencing, essential workers not being able to get to work can have a significant impact on public health and affect the regional economy. Due to negative population growth, greater than average levels of households living below the poverty line and persons with an ambulatory disability, the high degree of transit-dependency in the region is likely to continue well into the future.

COVID-19 Impacts

In light of COVID-19, and the numerous jobs lost, the need for human services transportation is even greater. In June 2020, the unemployment rate for the Atlantic City-Hammonton area was 34 percent, according to the U.S. Bureau of Labor Statistics, compared to a Pre-COVID unemployment rate for the region of 5.7 percent. While the steep increase in unemployment may not correlate directly with an increase in the demand for human services transportation, the ensuing tightening of household budgets due to job loss may cause car expenses to fall to the wayside, leading to human services transportation as the only means of mobility for many households.

4. Existing Transportation Services

This chapter provides an inventory of existing fixed-route and demand-responsive transportation services in the SJTPO region. It ranges from the regional transit bus system provided by NJ TRANSIT to the municipal, community, and private agency services targeting the needs of the transportation-disadvantaged population. It is important to include all of these services, as they form an interconnected transportation system that serves the needs of the transportation-disadvantaged population.

It should also be noted the transportation services included in this inventory represent an element of the Access for All Transit Plan itself. The Plan recommendations represent what needs to be done, while the list of current transportation services is what is being done and should be maintained and supported.

There are several levels of general and human services transportation in the region that provide transportation for the general public and/or transit-dependents. These include:

- NJ TRANSIT public bus services
- Special services provided by the State, including Access Link and Medicaid services for the transportation-dependent population
- Transportation Services run by the County governments
- Community shuttles run by the South Jersey Transportation Authority (SJTA) – three (3) shuttles to serve several Atlantic County communities
- Municipal services provided by several cities in Atlantic County
- Private agency transportation services that provide service to clients or a specific target population
- Private for-profit transportation providers, such as taxis, Uber and Lyft, as well as the Atlantic City Jitney (fixed-route system)

The focus of the Access for All Transit Plan is the services targeting the transit-dependent population provided by the counties, municipalities and agencies. These entities apply for, and

partially rely on the support of, the various Federal and state human services transportation funding programs (i.e., Section 5310, NJ JARC, SCDRTAP).

It is the objective of the Access for All Transit Plan to maintain and support these services, while recommending and promoting strategies (i.e., shared services, creation of county transportation coordinating committees) that can reduce the overall operating cost and improve service quality.

County Government-operated Human Services Transportation

There are four (4) demand responsive systems run by the county departments providing services for seniors, persons with disabilities, and persons of low income, and a deviated fixed-route service – a combination of five (5) separate routes in Cumberland County operated by the County. These county services include:

- **Atlantic County Transportation Unit (ACTU)** – a deviated fixed-route and demand-responsive system operated by the County Department of Intergenerational Services. The service is for Atlantic County residents and ridership is restricted to seniors, persons with disabilities, veterans, and to the general public in rural areas not served by NJ TRANSIT. This is a county-wide service with some scheduled trips to Vineland and Philadelphia that is door-to-door, free to all riders, and which can be used for any trip purpose. The ACTU has a one-call center and an automated scheduling/dispatching system.
- **Cape May Fare Free Transportation (FFT)** – a deviated fixed-route service for County residents age 18 years and older and is for any trip purpose within the County. Service is free to all riders and can be used for any trip purpose. It also serves the Jersey Cape Diagnostic Center and assists during Code Blue alerts. FFT has a one-call center and an automated scheduling/dispatching system. The County is in the process of converting this system to an Uber-like system, where riders could get service information and schedule rides via personal phones. This “On-Demand” rider program, as it formally known, is currently being tested in Ocean City, and is available 9:00 AM to 3:30 PM Monday through Friday for residents over age 18. Recently, Uber bought Route Match, FFT’s software provider, which has been very good for the program. The service is currently seeing riders who use the service multiple times per day and are very happy with this new type of service. Ridership is also steadily increasing, although the 14 passenger/2 wheelchair-vehicle capacity is restricted to 50 percent due to COVID-19. Service to the entire County is anticipated to start in April 2021. At the time of this writing, Cape May County is the only county in the State running a full on-demand paratransit service but is encouraging others to convert to this type of service model.

COVID-19 Impacts

During COVID-19, FFT reduced service to life saving medical and life sustaining shopping trips only. This led to a decrease in ridership by about 60 percent. FFT only operated half days until recently and is still running limited service, although it is slowly adding trip generators weekly.

- **Cumberland Area Transit System (CATS)** – a demand responsive system operated by the County Office on Aging and the Disabled. The service is door-to door and open to all residents age 18 years and older of Cumberland County for any trip purpose. Riders must schedule trips in advance.
- **Cumberland To-Work Shuttles** – a deviated fixed-route service operated by the County Department of Workforce Development, and primarily restricted to persons requiring transportation to/from employment, training and educational facilities (except for the Greater Bridgeton Area Transit route, as noted below). The five routes included in this To-Work system are:
 - **Greater Bridgeton Area Transit (GBAT)** – serving Bridgeton and Upper Deerfield and open to the general public
 - **Landis Avenue Express** – serving Bridgeton and Vineland along Landis Avenue
 - **Vineland Industrial Park Route** – serving Vineland, including the City’s industrial park
 - **Millville Area Connector** – provides service to Center City Millville and employment destinations along the Boulevard in Vineland and the Vineland Transportation Center
 - **Millville Airport/Laurel Lake Connector** – serving Laurel Lake, Millville and the Millville Airport

COVID-19 Impacts

Due to COVID-19 shutdowns in late March 2020, CATS trips dropped by over 50 percent. CATS continued to provide trips for critical services, such as dialysis, cancer treatment, medical appointments, and grocery shopping. As a result of the decreases in trips, CATS is able to assist area food banks to deliver food boxes for those transit-dependent residents who are unable to obtain food from the drive-thru distributions. Buses are disinfected on a regular basis and drivers sanitize the buses daily. All passengers and staff are required to wear face masks and masks are available on the buses for anyone needing service without one. To promote social distancing, no more than four (4) passengers are on a bus at any given time. A supply of wipes and hand sanitizer are located on all the buses and an air purifying system has been installed on all vehicles.

For the Cumberland County’s Department of Workforce Development “To-Work” Shuttles, due to social distancing requirements, bus capacity has been reduced from 18 passengers to four (4) passengers, limiting the number of passengers that can be transported at this time.

- **Salem County SCOOT** – SCOOT serves seniors age 60 and older, persons with disabilities, and residents who live in a designated rural area of Salem County. Trips are provided on

a first come, first served basis. Trips are provided for medical, nutrition, shopping, employment, education, recreation and other needs. The system is curb-to-curb, meaning the driver will only provide assistance on and off the vehicle; the customer is responsible for getting to and from his/her/their destination. An escort may be brought with the rider, if needed. Salem County SCOOT travels five (5) miles beyond the Salem County border, in addition to established destinations within Cumberland, Camden and Gloucester Counties. For example, SCOOT will provide trips upon request to Cumberland Mall and to the Bridgeton Social Security Office or Housing and Urban Development Office in Vineland. The service also travels to Philadelphia, Pennsylvania and New Castle County, Delaware. Additional destinations may be added at the discretion of the Salem County Department of Health and Human Services, on a pre-approved basis.

COVID-19 Impacts

SCOOT Transportation continued to transport riders throughout the Covid-19 pandemic. Riders continue to be transported Monday through Friday for medical trips, such as dialysis, chemotherapy, radiation, physical therapy, and essential errands to procure food at stores and food banks. SCOOT continues to transport dialysis patients on Saturdays and holidays to limit patients' potential exposure during the pandemic. SCOOT's buses are currently operating at 50 percent capacity and riders maintain social distancing while being transported. SCOOT's buses have had automatic hand sanitizer dispensers installed and riders are required to wear face coverings unless they are unable to due to a medical condition. SCOOT is also installing plexi-glass around the driver's seat to limit exposure. Drivers are also required to wear coverings while operating SCOOT vehicles. Currently, and into 2021, SCOOT is installing cameras in the vehicles to ensure policies for safety are being met.

- **The South Jersey Transportation Authority (SJTA)** – operates three deviated fixed-route community shuttles in Atlantic County that are free or charge a minimum fare and open to County residents. These are:
 - **Egg Harbor Shuttle** – serves Egg Harbor City Rail Station, Stockton University, FAA J. Hughes Technical Center, and the Atlantic City Airport. The shuttle operates on weekdays.
 - **Rt 54/40 Community Shuttle** – serves communities in the northwest area of the County and connects Hammonton with Richland. The shuttle operates on weekdays.
 - **English Creek-Tilton Road Community Shuttle** – runs from English Creek Avenue to Tilton Road and connects with three NJ TRANSIT routes. It operates six (6) days a week (Monday through Saturday).

COVID-19 Impacts

In spite of COVID-19, none of SJTA's shuttles experienced any service disruptions. Additional safety precautions, such as face coverings and social distancing requirements have been implemented. Buses are also regularly sanitized, and no cash fares are collected.

Municipal Transportation Services

Five (5) municipalities in Atlantic County operate, with one exception, their own demand-responsive transportation services for targeted transit-dependent persons. These include:

- **Atlantic City** – for senior citizens, persons with disabilities, and persons of low-income
 - Atlantic County entered into a shared agreement with the City to take over this service
- **City of Brigantine** – for senior citizens age 62 and over
- **City of Pleasantville** – for senior citizens age 65 and over and persons with disabilities
- **Margate City** – for senior citizens age 60 and over and persons with disabilities
- **Ventnor City** – for senior citizens age 60 and over and persons with disabilities

Agency Client Transportation

There are numerous, primarily nonprofit, organizations and agencies in the SJTPO region that provide transportation to specific client groups or target populations that are in need of transportation. These services can include transportation from place of residence to an important destination (i.e., medical facilities, grocery stores, etc.) determined by the service user, or to a specific destination, such as the facility (i.e., hospital, day care facility) operated by the agency providing the service. For example, of the private agencies listed below, Pearl Transit provides transportation to its clients to various eligible destinations, while organizations, such as Bacharach Institute for Rehabilitation Inc. and Active Day provides transportation for eligible clients of their own facility.

Some of the major, and mostly multi-county, nonprofit organizations that provide transportation services to their clientele include:

- **Pearl Transit** – is a private, nonprofit organization that provides demand-responsive transportation services for low-income individuals to access employment, job training or childcare locations in Salem and Cumberland Counties, and other areas outside the SJTPO region, where traditional transportation services (i.e., NJ TRANSIT) are not available.
- **Bacharach Institute for Rehabilitation Inc.** – is a nonprofit hospital providing medical services for the elderly and youths with disabilities. The Institute provides demand-responsive transportation services to Bacharach patients (18 years and older) in Atlantic and Cape May Counties (and other areas outside the SJTPO region) for scheduled appointments at Bacharach.
- **Easter Seals of New Jersey** – is a private, nonprofit organization that provides a wide range of assistance programs, including transportation, for persons with intellectual and developmental disabilities. Easter Seals of NJ – Millville provides client transportation related to job and employment training and rehabilitation. Other Easter Seals facilities in

the region provide transportation for clients to get to adult day programs, volunteer sites, and to community activities.

- **Active Day (formerly Senior Care)** – operates daycare centers throughout the SJTPO region for persons with intellectual and developmental disabilities. Transportation is provided to clients to facilities on an as-needed basis.
- **Puerto Rican Action Committee (PRAC)** – a nonprofit agency that provides social services, educational and cultural programs to both Hispanic and non-Hispanic populations primarily in Cape May and Salem Counties. PRAC provides transportation services for low-income families.
- **Shirley Eves Development and Therapeutic Center** – provides services for families with children and adults with disabilities.
- **South Jersey AIDS Alliance** – provides client transportation for medical, dental, and social service appointments.
- **Pafacom** – a behavioral health agency responsible for assuring the delivery of community-based mental health, substance abuse, and other behavioral health services to individuals with those disabilities.
- **Arc** – operates residential group homes for persons with developmental disabilities throughout the SJTPO region. Arc provides as-needed transportation for its group home residents.
- **Elywn** – provides a variety of services for persons with disabilities in the region, including community-based work and adult day programs.
- **Salem County Veterans Service Department** – provides transportation for veterans to the VA Medical Center in Wilmington Delaware.

As noted above, there are many private human services agencies and organizations operating in the southern New Jersey region, not all of which are listed. The list includes agencies that have been funded or received vehicles under the major human services transportation funding programs, such as Section 5310 and NJ JARC. These include Bacharach Institute for Rehabilitation Inc., Pearl Transit, Easter Seals, and Pafacom.

State-run Human Services Transportation Services

New Jersey provides two (2) federally mandated services for a segment of the transit-dependent population (i.e., persons with disabilities and Medicaid recipients) in the SJTPO region as well as the entire State. The two (2) services include:

- **NJ Access Link** – serves persons with disabilities and is provided to eligible riders determined by NJ TRANSIT. The service is curb-to-curb and hours are the same as regularly scheduled NJ TRANSIT bus routes, with pick-up and drop-off points limited to no more than $\frac{3}{4}$ of a mile from the NJ TRANSIT routes. Service can be used for any trip purpose and fares are the same as those for NJ TRANSIT bus routes.

- Medicaid Transportation (LogistiCare)** – serves eligible Medicaid recipients and is for travel to and from medical appointments. Reservations are required. Service is provided Monday through Saturday for most of the day and evening.

NJ TRANSIT Fixed-Route Bus Services

NJ TRANSIT operates a network of intercity and interstate routes within the SJTPO area, which interconnect the SJTPO region’s urban and developed areas with each other and with other destinations in New Jersey and beyond. Though this fixed-route, fare-based system does not offer the same conveniences to the transportation-disadvantaged as the demand-responsive services provided by the counties and others, it is a crucial link in the interconnected transportation system serving this segment of the population.

[Figure 6](#), [Figure 7](#), [Figure 8](#), and [Figure 9](#), below, show the current NJ TRANSIT bus routes in the SJTPO region, while [Appendix E](#) includes lists of all the intercity and interstate bus routes in the region, and shows the community shuttles operated by SJTA. Although the planning and operation of this system are the responsibility of the State of New Jersey, the 2015 Plan and this Access for All Transit Plan do include recommendations for modifications to these bus services that would benefit the transportation-disadvantaged.

Figure 6: Public Transit Network Including Community Shuttles: Atlantic County

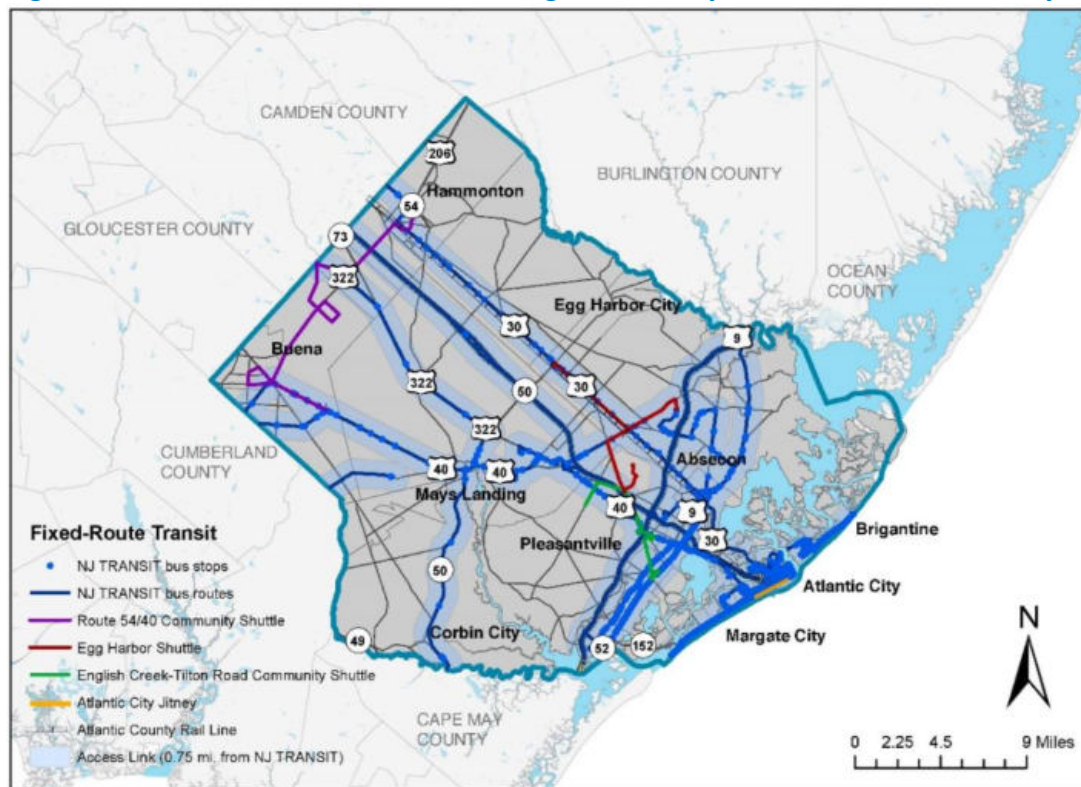


Figure 7: Public Transit Network Including Community Shuttles: Cape May County

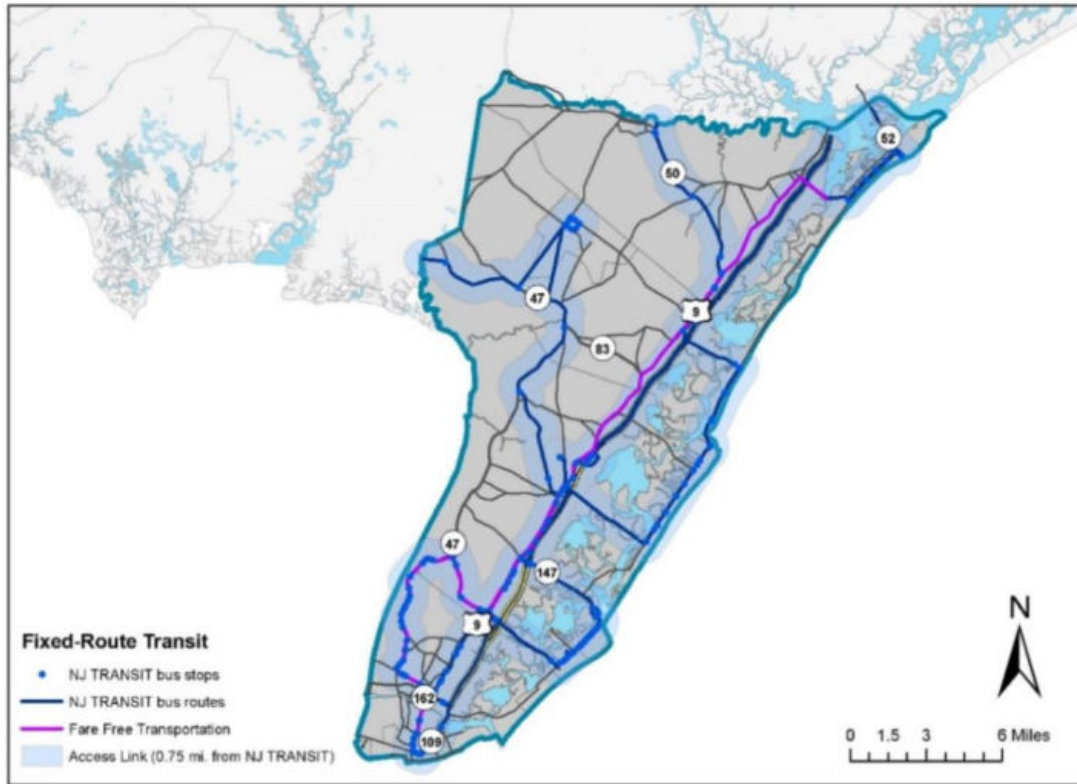


Figure 8: Public Transit Network Including Community Shuttles: Cumberland County

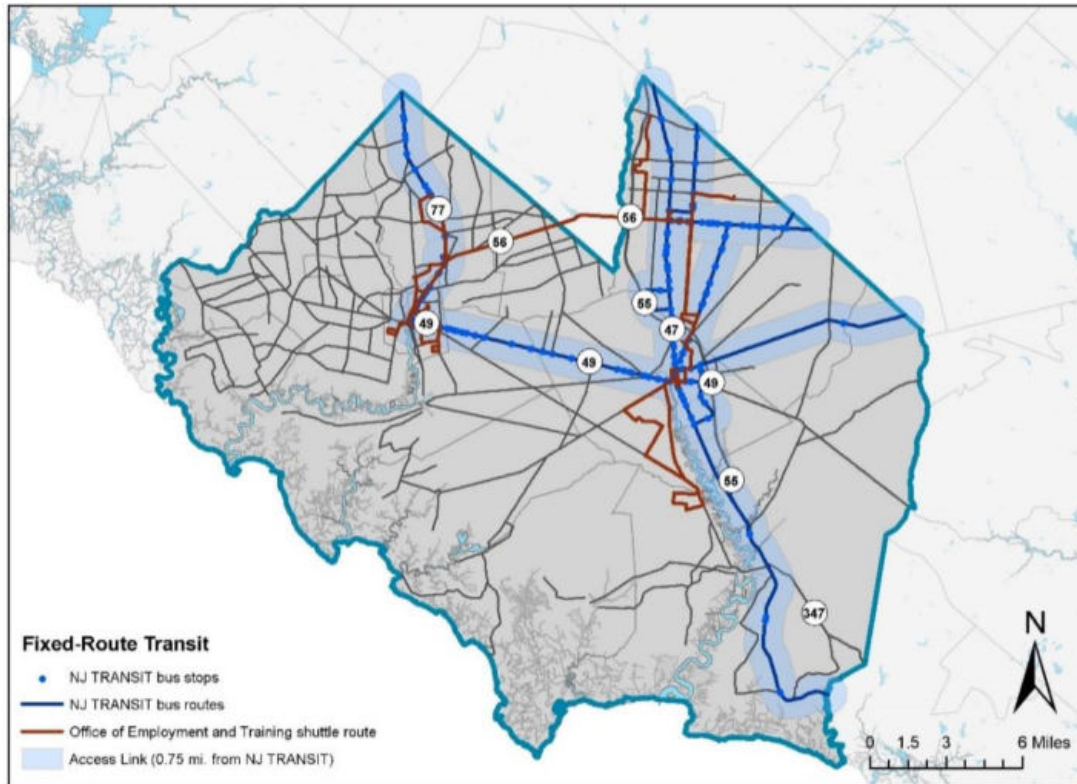
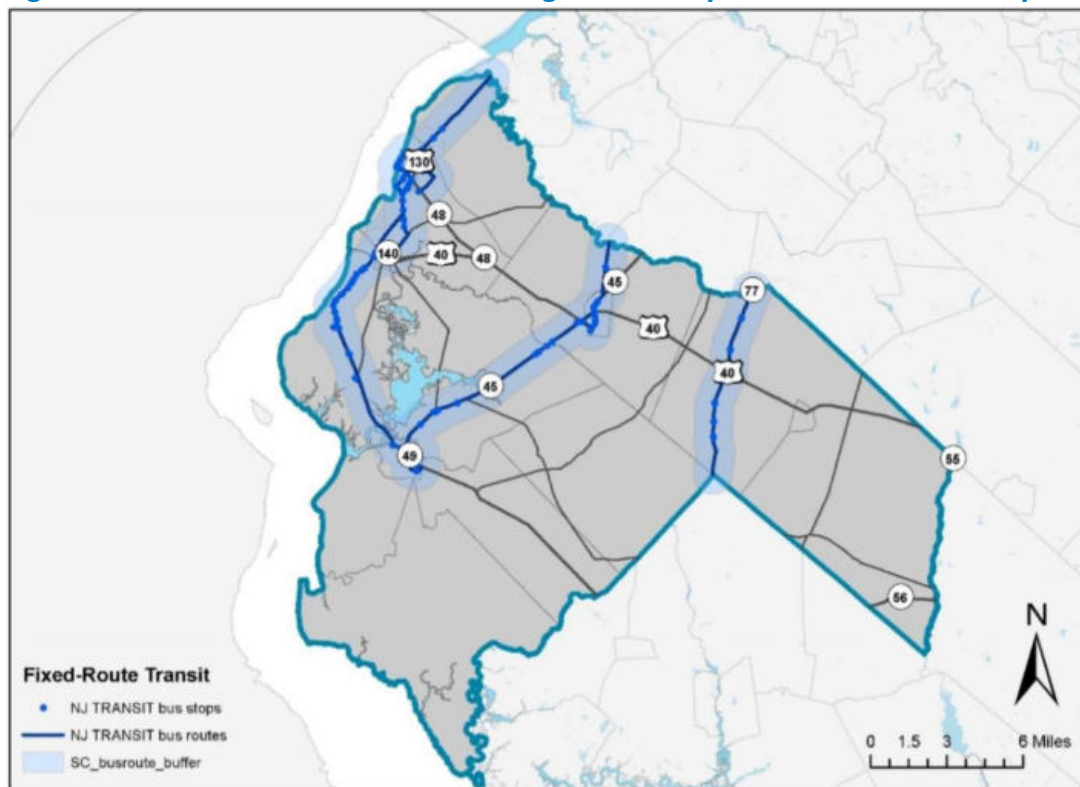


Figure 9: Public Transit Network Including Community Shuttles: Salem County



Passenger Rail Service

Atlantic City Rail Line – NJ TRANSIT operates a daily commuter service between Atlantic City and Philadelphia. In Atlantic County, the train stops in Absecon, Egg Harbor City, and Hammonton. The train operates seven days a week from early morning to early afternoon. At some locations, trains are met by shuttle buses (i.e., from the Atlantic City train station to downtown Atlantic City and casinos and hotels). Although the Atlantic City Rail Line only serves a relatively narrow corridor within Atlantic County and the region in general, it does provide a means of transporting potential workers in this corridor to the Atlantic City job market and conversely, to jobs in the Philadelphia area.

COVID-19 Impacts

Cross County Connection has created a guide on its website (www.driveless.com) to update the public on the status of transportation services throughout South Jersey and Center City Philadelphia during the COVID-19 shutdown. The guide provides information on the NJ TRANSIT bus and rail systems, Access Link, the five county-run bus systems, and Atlantic County's community shuttles. The guide provides updates on service schedule changes and cutbacks, service agency phone numbers and other contact information, and what is required of riders (i.e., face coverings, social distancing) of the systems to protect themselves and drivers.

5. Unmet Transportation Needs

The following figures, [Figure 10](#), [Figure 11](#), [Figure 12](#), and [Figure 13](#), depict Census Block Groups (CBGs) in the SJTPO region with the greatest transit need. The maps display density of chosen demographic groups that have been identified as traditionally more reliant on public transit services. The populations that were included in this analysis include zero-vehicle households, the older adult (age 65 and older) population, households with persons with disabilities, and households of low-income. Identifying the concentrations of these populations in the region informs the conversation about unmet transportation needs. Transit need was compiled by first calculating the density of each population group individually for every CBG. Each population was ranked from one (1) to 421 based on density per square mile. These rankings were then grouped into six (6) ranges and in turn received a point(s) based on where they were within the range, with one (1) denoting a low density for that particular factor, and six (6) denoting a high density, relative to other CBGs in the region. For example, if zero-vehicle households in a CBG was a three (3) out of six (6), indicating medium density, it received three (3) points for that factor. If the same CBG had a ranking of two (2) out of six (6) for older adult population, a five (5) out of six (6) for disability, and a two (2) out of a six (6) for low-income the total score would be the sum of each of those factors. In this example the CBG transit need would be a 12. A maximum score of 24 is available based on each population group receiving a six (6) in the same CBG. A minimum score would be four (4), this is calculated based on the lowest score of one per each population group. This is demonstrated in [Table 8](#), below.

Table 8: Sample Transit Need Density Scores

	Zero-Vehicle Households	Older Adult Population	Disability	Low-income	Score
CBG	5	5	5	6	21
CBG	3	2	3	3	11
CBG	1	1	1	1	4

The result is a series of maps that show CBGs by county that have the highest densities, per square mile, of individuals that likely rely more on public transit services. When reviewing each counties’ map, the urban areas have a higher score based on the fact there are more people per square mile than areas outside of the urban areas. It is important to point out that many of the existing fixed-route transit services exist in the more densely populated areas. However, just because the more rural areas do not have as high of a score based on this exercise does not conclude the need is no greater or less because fixed-route transit service in rural areas are minimal. The Gap Analysis maps help to provide a more complete picture of transit needs.

Figure 10: Atlantic County Transportation Needs

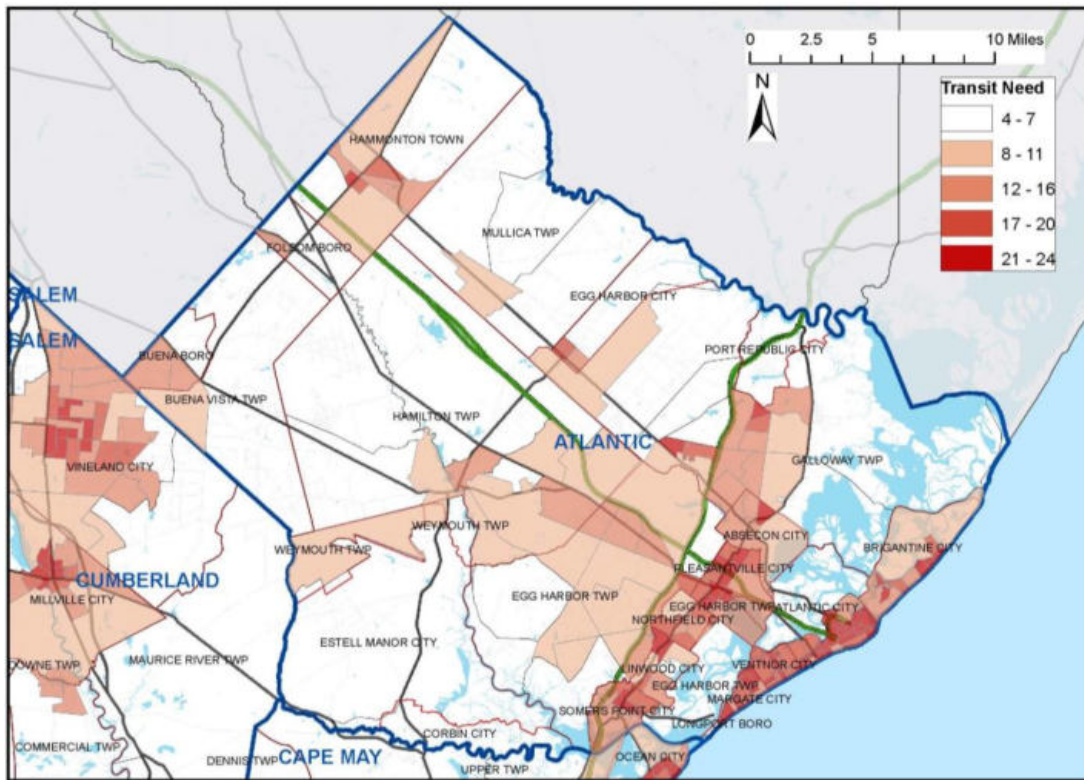


Figure 11: Cape May County Transportation Needs

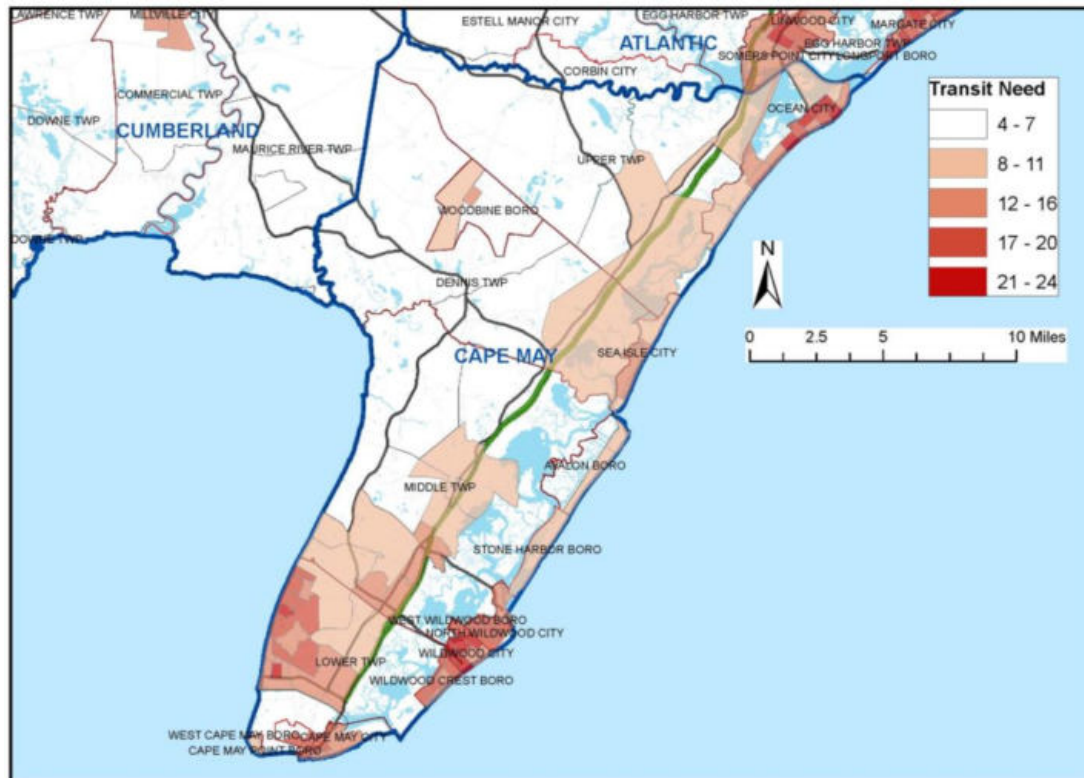


Figure 12: Cumberland County Transportation Needs

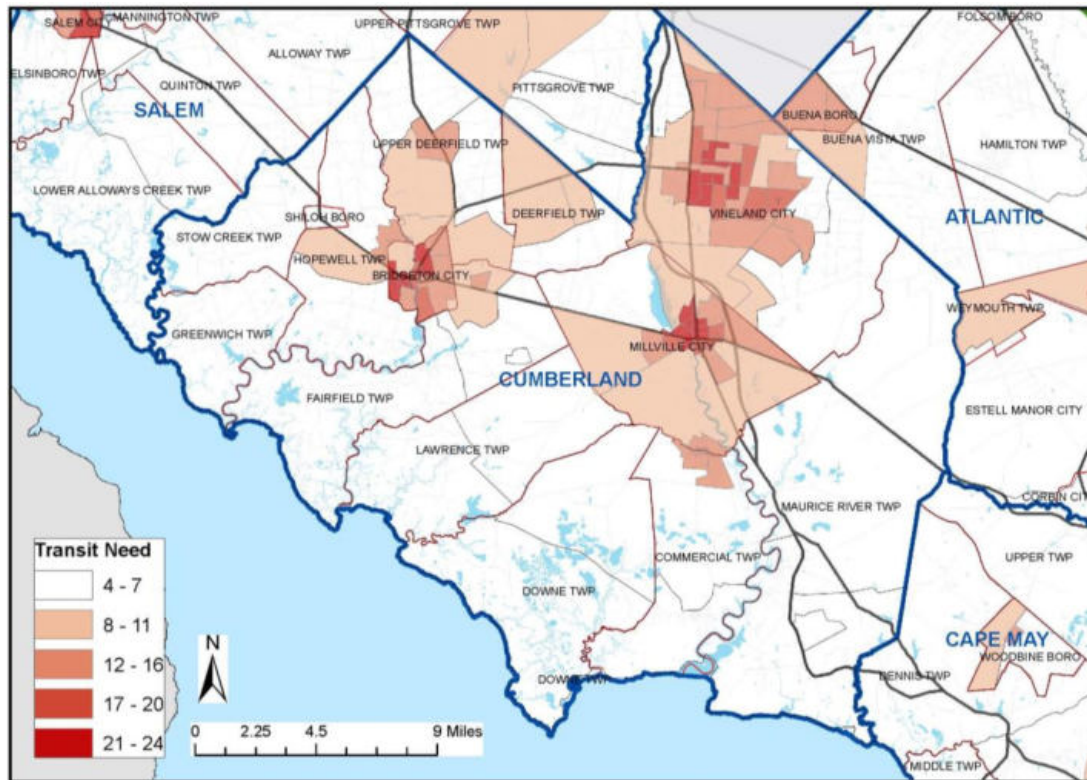
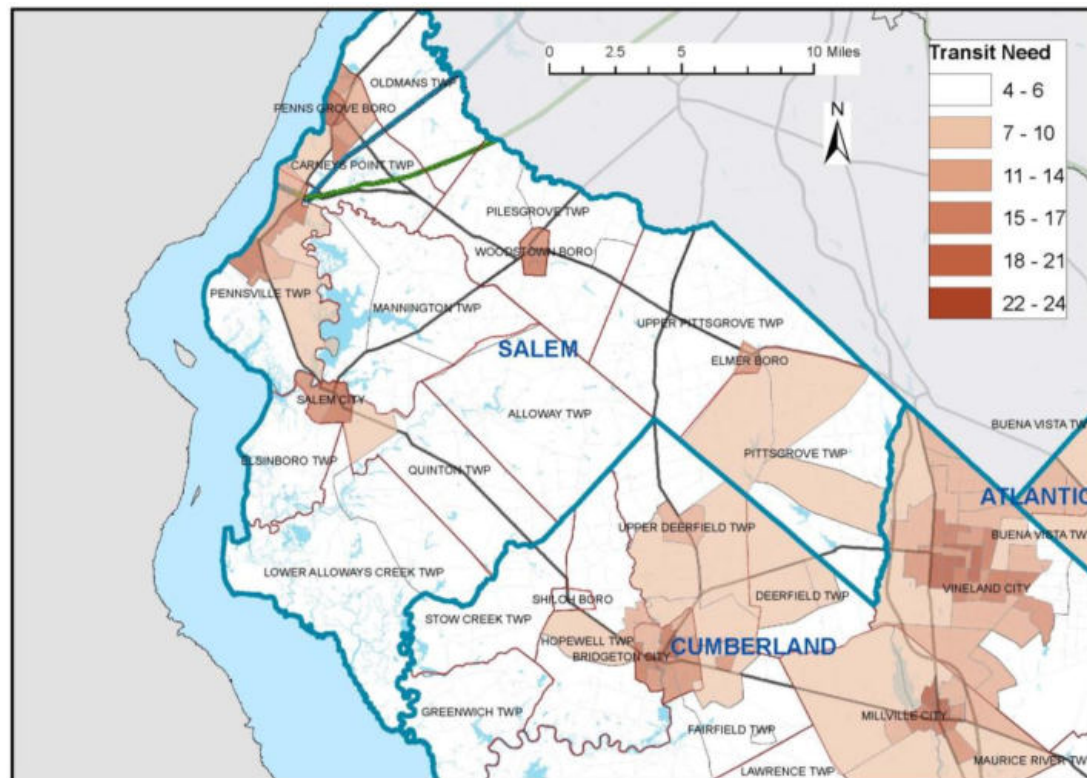


Figure 13: Salem County Transportation Needs



Unmet transportation needs consist of gaps in service where there is a viable travel demand between two (2) or more locations. A service duplication or redundancy can be indicative of an opportunity where a need is being met but may also indicate an opportunity for greater efficiency.

Figure 14, Figure 15, Figure 16, and Figure 17, depict mobility gaps in the region using the same methodology from the 2015 Plan. This includes utilizing the National Household Travel Survey (NHTS) and applying a trip rate for households with zero-vehicles. The result is the number of daily trips needed to be provided by transit to make up for the gap in mobility.

Figure 14: Atlantic County Mobility Gaps

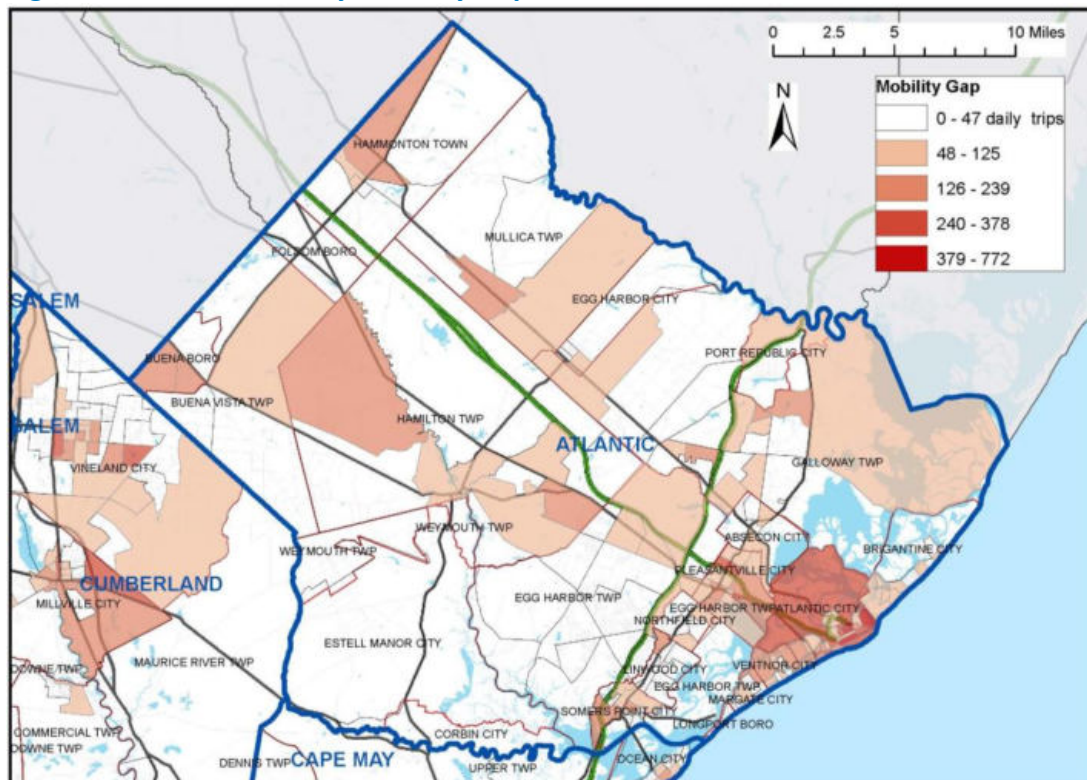


Figure 15: Cape May County Mobility Gaps

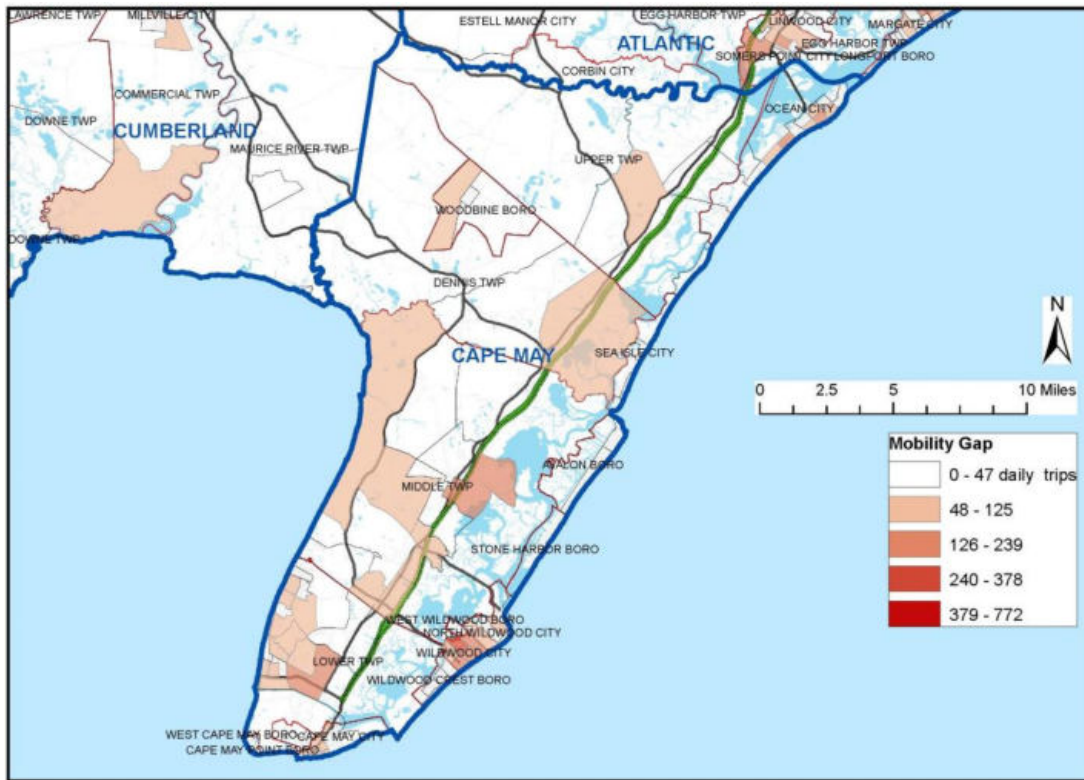


Figure 16: Cumberland County Mobility Gaps

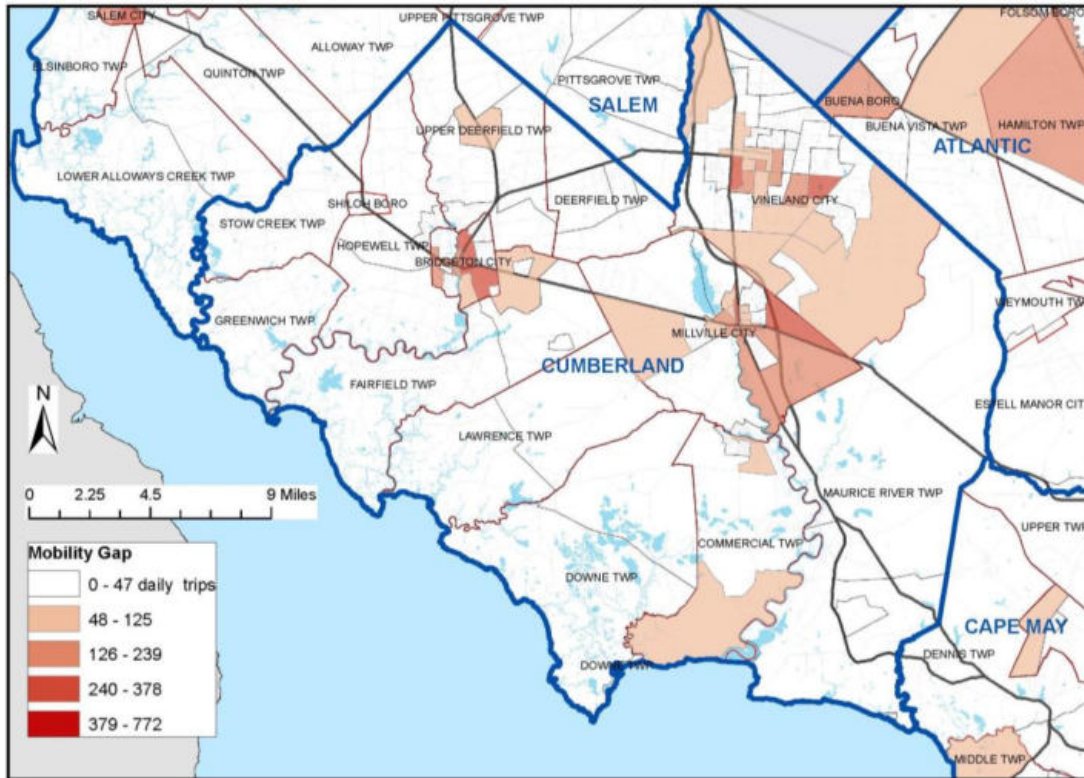
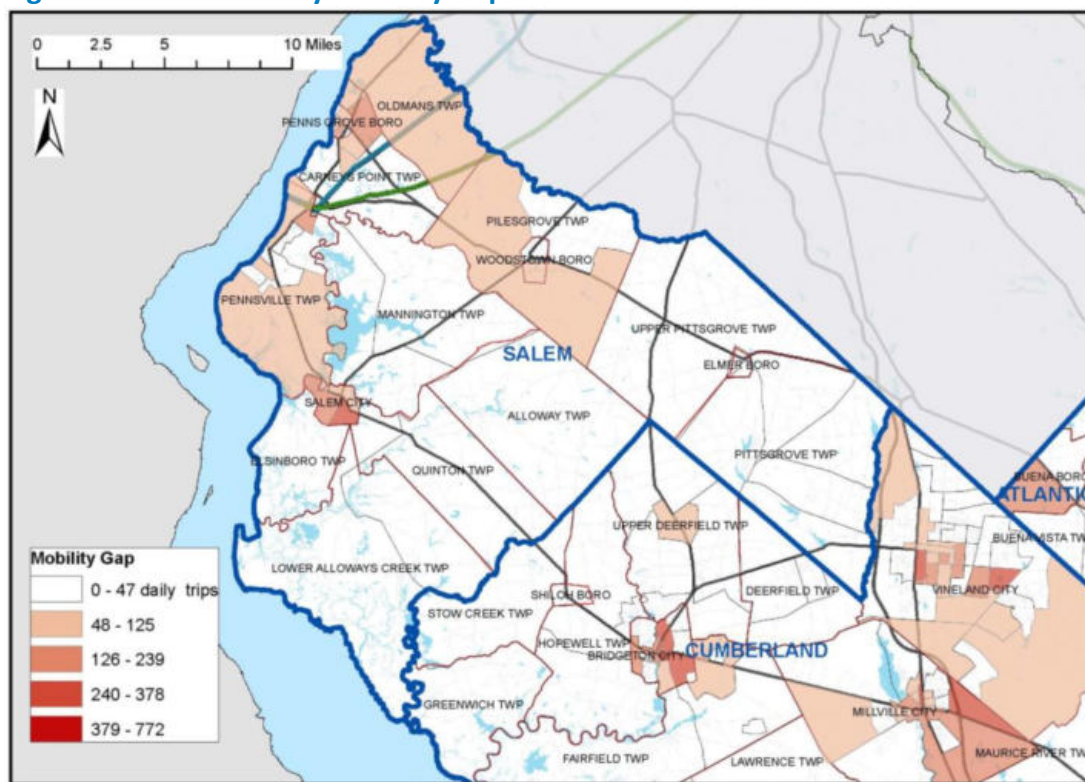


Figure 17: Salem County Mobility Gaps



Note that the maps only depict a partial portrait of unmet needs. Steering committee members and stakeholders identified numerous other needs not depicted by these maps, including funding, more frequent service, and accommodations for wheelchairs and other mobility aids. These needs were collected through the administration of two surveys, to the steering committee and stakeholders, as described in [Chapter 2](#). These needs are summarized below.

Other Unmet Needs

In addition to the maps presented above, as part of the Access for All Transit Plan outreach, an extensive survey was distributed to each of the county steering committees as well as the stakeholders, as described in [Chapter 2](#). In summary, the unmet needs identified by each of the county steering committees consisted of the following:

Atlantic County:

- Increase in dialysis medical centers creates a need for transportation to/from treatments
- Funding to replace Pascale Sykes Foundation for two (2) community shuttles – Route (Rt.) 54/40 Community Shuttle and English Creek-Tilton Road Community Shuttle. Pascale Sykes funding is set to expire in 2022. Approximately \$500,000 in yearly funding is needed to continue the service

Cape May County:

- Significant increase in wheelchair clients

Cumberland County:*Cumberland County Office on Aging and Disability Services*

- Need for extended and weekend hours still exist
- Need for more transportation in rural parts of the County

Salem County:

- Implement service including NJ TRANSIT feeder service to serve Salem/Pennsville/Penns Grove/Carneys Point corridor

Additional Needs Identified by stakeholders, as described in [Chapter 2](#):

- Bus to Philadelphia
- Rail lines to mid-Jersey and Philadelphia
- Providing job access to the homeless
- Increased service and number of trains on the Atlantic City Rail Line
- More NJ TRANSIT service or procurement of additional vehicles to travel on Mays Landing Road to Vineland, Millville, and Bridgeton during off-peak hours
- Additional bus routes to meet transportation challenged populations

6. Plan Recommendations

As was noted, the Access for All Transit Plan was completed by SJTPO staff and relies heavily on the needs, recommendations, and analysis of the 2015 Plan. This approach was taken because it was recognized that the 2015 Plan represented a sound and comprehensive analysis of the human services transportation needs of the region.

[Chapter 2](#) explains the specific recommendations included in this chapter for new or expanded human services transportation services are from the 2015 Plan and were modified or removed only if the conditions and assumptions on which they were based have changed, or as a result of information and ideas received as part of this Access for All Transit Plan's public outreach process. These could include changes in the transportation services provided in the region, demographics, and other factors.

Service Improvement Recommendations

The following lists the specific recommendations by county. These and other recommendations were initially derived from the methodology described above and reviewed and verified through the outreach process of this Access for All Transit Plan. Although it was found that, in some cases,

these recommendations have been partially implemented through the services provided by the various county-run systems, they were still included in the following list if they were not fully implemented. Services that were fully implemented are listed and described in [Chapter 4](#).

Atlantic County

- 1. Expand Feeder Service into NJ TRANSIT Bus and Rail** – this proposal would expand feeder service from communities, such as Buena, Folsom, and other rural western areas of Atlantic County to the NJ TRANSIT network, including the Atlantic City Rail Line. This proposal is in response to a need identified in the 2015 Plan relating to the observation that people do not use public transit because there are no NJ TRANSIT routes serving their community or no transit connections between their community and the NJ TRANSIT system.

This feeder service also included a proposal for a shuttle service that would pick up passengers and take them to NJ TRANSIT stops. This shuttle has since been put into service through the SJTA Rt 54/40 Community Shuttle serving the Hammonton/Richland/Buena area, listed in [Chapter 4](#). As for the proposed larger feeder service that would serve the rural north-western area of the County, it has not been implemented and remains an Access for All Transit Plan recommendation. However, it should be noted that the county-run demand-responsive system does, in part, respond to the needs that relate to this recommendation. There is also demand to extend the Rt 54/40 Shuttle to Vineland but there is currently no funding for this extension.

- 2. Expanded Service Extending the Hamilton Mall NJ TRANSIT Bus Route (315) to the Atlantic Cape Community College** – the 2015 Plan identified a gap in service between the College and where NJ TRANSIT Route 315 comes into the Mall. The English Creek-Tilton Road Community Shuttle connects passengers to the Atlantic Cape Community Shuttle via NJ TRANSIT Rt. 502, which is about a 10-minute ride.

Atlantic and Cape May Counties

The 2015 Plan proposed two (2) new or expanded (i.e., of an existing NJ TRANSIT bus route) services connecting Atlantic and Cape May Counties, listed below as recommendations three (3) and four (4). Both would primarily, though not exclusively, benefit commuters from these Counties traveling to Atlantic City and other Atlantic County destinations. In the current round of County Steering Committee meetings, Cape May Fare Free Transportation (FFT) operators have identified these as high priority projects and expressed interest in running them using their own system. Both are discussed below.

- 3. Proposed New Bus Route from Woodbine to Atlantic City** – currently, there is no service connecting Woodbine in Cape May County to Atlantic City and points in-between via Ocean City, Somers Point, Margate, and Ventnor. It was suggested in the 2015 Plan that NJ TRANSIT could provide this service as one of its regular bus routes and, as noted above, FFT has expressed an interest in operating this service.

- 4. New or Expanded Bus Route from Northern Cape May to Atlantic City** – the service along this route provided by NJ TRANSIT in some of the rural areas is limited in service frequency and number of stops. Improving this service for these areas was identified as a need in the 2015 Plan as well as by the Cape May County Stakeholders in the Access for All Transit Plan outreach process. As noted, operators of the FFT system expressed an interest in providing this as a new service, rather than recommend the expansion of an existing NJ TRANSIT bus route.

One solution could meet Recommendations three (3) and four (4). If a bus line from Woodbine was extended, it could tie into a bus route that previously existed and went from Ocean City to Atlantic City to meet the demand for employees to travel between Atlantic City/Absecon Island and Ocean City. Prior to the formation of the SJTPO in 1993, a bus line connecting Cape May and Atlantic Counties was discontinued due to a bridge over the Great Egg Harbor (Ocean City-Longport Bridge) being shut down for repairs in 1993. In 2002, this bridge was reconstructed and opened to the public.

Cape May County

- 5. New Service Bus Route Between Woodbine and the Southern Part of Cape May** – currently, there is a limited number of fixed-route services provided by NJ TRANSIT between Woodbine and Southern Cape May and points in-between (Cape May, Wildwood, Cape May and Court House). While there are no immediate plans to implement this proposal, operators of FFT considers this a priority project and have expressed an interest in providing this service utilizing their vehicles and management services. At this point, it remains an unmet need.

Cape May and Cumberland Counties

- 6. New or Expanded Service Bus Route Paralleling an Existing NJ TRANSIT Service between Cape May and Vineland** – NJ TRANSIT (Route 313) provides service between Cape May and Philadelphia, with stops in Vineland. The 2015 Plan identified a need to increase the number of daily round trips between Vineland and Cape May. FFT has begun a transportation service to Vineland on a weekly basis. The intention is to expand this to a daily service, at which point this recommendation could be considered fully implemented.

Cumberland County

- 7. New Daily Service between Laurel Lake with possible extension up to Millville and Commercial Township, including Port Norris and the other communities along the Delaware Bayshore** – there is no transit service between these communities and this proposal would reduce the need for, and cost of, running a demand-responsive service to these communities.

The need for some type of transportation service to the bay shore communities, particularly Port Norris, has long been recognized and the County Plan Steering Committee noted CATS does schedule a demand-responsive service to Port Norris on a scheduled, regular basis to

provide needed trips to residents, and that the need for human services transportation services in the Commercial Township area may not be as great as it has been in the past. Given the isolated nature of Port Norris and the surrounding area, the option of providing a daily service between this community and Laurel Lake with a possible extension up to Millville will remain an Access for All Transit Plan recommendation.

Proposed Feeder Services (New Services)

8. **New Feeder Service to Connect Fairton, Cedarville, and Port Norris** – the 2015 Plan identified a need to provide a feeder service that would connect these communities. The Cumberland County Steering Committee noted that, although it might be too expensive to provide at this time, and that CATS provides county-wide demand-responsive service, this proposal would potentially be a benefit to these communities.
9. **New Feeder Service to Connect to NJ TRANSIT Routes throughout the County** – there is a need for a demand-responsive shuttle service that would connect unserved communities in the County to all NJ TRANSIT routes. The Cumberland County Plan Steering Committee noted that, although it might be too expensive to provide at this time, and that CATS provides county-wide demand-responsive service, this proposal would potentially be a benefit to these communities. No action has been taken on this proposal and it remains a recommendation in this Access for All Transit Plan.

Cumberland and Salem Counties

10. **New Daily Service between Northwestern Salem County and Bridgeton** – there is a need to provide some form of transportation to residents of Northwestern Salem County (Pennsville, Penns Grove, Carneys Point and Salem City) to get to the Social Security office and other agencies in the City of Bridgeton. This proposed service would primarily benefit Salem County residents. The Salem County Steering Committee noted that, at one time, this service was provided, but was eventually discontinued due to low ridership. It should be noted that the Salem SCOOT system does schedule trips to Bridgeton, including the Social Security office on a periodic basis. While it may not be feasible at this time, there may be some interest in the future to provide a fixed-route service to fill this need, even if not daily, and so, it remains an Access for All Transit Plan recommendation.
11. **New Daily Service from Eastern Salem County, including Elmer and Olivet** – there is a need to provide a direct service from these Salem County communities to the transit hub in mid-town Vineland, as opposed to the indirect routes provided by NJ TRANSIT. It was originally recommended that this service be operated by Cumberland County agencies. The general feeling of the County Steering Committee was that this proposal for a daily fixed-route service was not economically feasible at this time. Since the proposal could potentially benefit the Eastern Salem County communities, it will remain an Access for All Transit Plan recommendation.

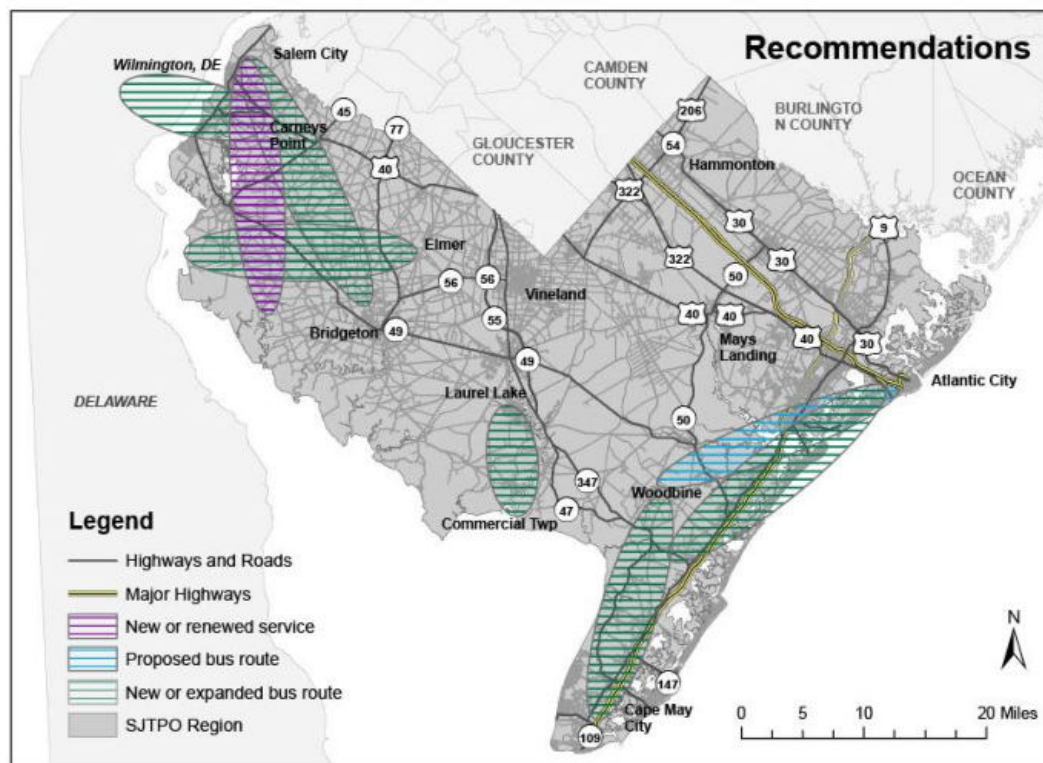
Salem County

- 12. New Daily Service to Wilmington and Elsmere in Delaware** – there is a need to provide employment trips from Carneys Point in Salem County to Wilmington and Elsmere in Delaware. The Mid-Atlantic States Career and Education Center (MASCEC), a private, nonprofit transportation provider in the County, was mentioned in the 2015 Plan as the agency that could operate this service. While there are no immediate plans to provide this service, it would be a benefit to Salem County residents working or seeking employment in the Wilmington and Elsmere region.
- 13. New Feeder Service to NJ TRANSIT Routes** – there is a need for a feeder service that would connect unserved communities in the Pennsville, Penns Grove, Carneys Point area and the Alloway/Quinton area to NJ TRANSIT routes. The County Steering Committee noted that, while this proposal is probably not economically feasible at this time, it would benefit the residents in this region of the County and so, should remain as a recommendation in the Access for All Transit Plan. It should be noted that the Salem County SCOOT system does provide demand-responsive service, with some restrictions, in these areas.
- 14. New or Renewed Service in Salem County, NJ 49/US 130 Shuttle Connecting Salem City with Major Employment Locations within and just North of Salem County** – when the 2015 Plan was completed, MASCEC operated a shuttle between Salem and Penns Grove and the Pureland Industrial Park and Commodore 295 Business Park in Gloucester County. This was included as an “existing service” in the 2015 Plan but was discontinued several years ago due to a lack of funding to support the service. It is now a recommended service in Access for All Transit Plan.

Salem County needs some type of system to connect the low-income population living along this corridor with the major employment centers mentioned, and now has a major and growing industrial Park in Oldmans Township, just east of US 130, which could be served by the shuttle. Demand for service to this part of Salem County is likely to increase in the future, as a 1,000,000 square foot Amazon fulfillment center along Courses Landing Road in Carney’s Point is expected to create 800 jobs and is planning to open in late 2021. The service could, as was the previous shuttle, be restricted to work-related trips for eligible low-income riders. There is some interest on the part of MASCEC to reinstate this service. It should be noted that SJTA operates a Pureland Industrial Park shuttle that circulates around the Park to serve employees working on various shifts and would augment the proposed shuttle service.

[Figure 18](#), below depicts the human services transit recommendations, as described in this chapter.

Figure 18: Human Services Transit Recommendations



General Systemwide Recommendations

Other general recommendations received during the public outreach process that are worth noting include the following:

- Before expanding or adding new service, analyze existing routes and services and look for ways to improve efficiency and cut costs.
- Provide extended and weekend hours on the existing public transit systems, a recommendation that was also included in the 2015 Plan.
- Provide a service that responds to the needs created by the increase in dialysis medical centers (i.e., the need for patient transportation to/from treatment).
- Provide additional bus routes to meet the needs of the physically and mentally challenged populations, as well as homeless persons in shelters (i.e., needing transportation to place of employment).
- Utilize the services of private agencies, such as Uber and Lyft, to augment the transportation services provided to the transportation-disadvantaged population, particularly for those living in rural areas.

These and other comments on needs and recommendations related to human services transportation and the need for improved services in the SJTPO region can be seen in [Appendix B](#) and [Appendix C](#) of this report.

The Prioritization of the Access for All Transit Plan Recommendations

During the preparation and development of the Access for All Transit Plan, the County Steering Committees identified certain projects they felt should be given priority for implementation. These are all listed as Short/Near-Term priorities in [Table 9](#).

Table 9: Prioritization of Recommendations

Short/Near-Term (Next one (1) to three (3) Years)		
	County/Counties	Recommendation
1	Regionwide	Analyze existing services and look for ways to improve efficiency and reduce costs
2	Atlantic & Cape May Counties	Proposed New Bus route from Woodbine to Atlantic City
3	Atlantic & Cape May Counties	New or Expanded Bus Route from Northern Cape May to Atlantic City
4	Cape May County	New Service Bus Route Between Woodbine and the Southern Part of Cape May
5	Cape May County	New or Expanded Service Bus Route Paralleling an Existing NJ TRANSIT Service between Cape May and Vineland
6	Salem County	New or Renewed Service, Salem County NJ 49/US 130 Shuttle Connecting Salem City with Major Employment Locations within and just North of Salem County
Long-Term (three (3) to five (5) Years)		
7	Atlantic County	Expanded Service Extending the Hamilton Mall NJ TRANSIT Bus Route (315) to the Atlantic Cape Community College
8	Cape May County	New Service Bus Route Between Woodbine and the Southern Part of Cape May
9	Cumberland County	New Daily service between Laurel Lake and Commercial Township, including Port Norris
10	Cumberland & Salem Counties	New Daily service between Northwestern Salem County and Bridgeton
11	Salem County	New Daily Service to Wilmington and Elsmere in Delaware
12	Cumberland County	New Feeder Service to Connect Fairton, Cedarville and Port Norris
13	Salem County	New Daily Service from Eastern Salem County, including Elmer and Olivet
14	Regionwide	Expand Feeder Service into NJ TRANSIT Bus and Rail

Recommendations two (2) through four (4) were identified as high priority projects by the Cape May County Steering Committee. These projects were originally recommended by Cape May County for inclusion in the 2015 Plan and as noted, the operators of the Cape May Fare Free Transportation system have expressed interest in the implementation of these projects.

As for Recommendation six (6), the New or Renewed Service, Salem County NJ49/US 130 shuttle, the Salem County Steering Committee has expressed interest in reactivating the service due to the employment opportunities provided by the new and expanding Industrial Park in Oldmans Township, just east of US 130, as well as the Pureland and Commodore 295 Industrial Parks just north of Salem County.

In addition to the recommendations above, there are a number of policies that could be adopted by municipalities to help accommodate new and expanded transit. These include:

- **Transit-Oriented Development:** This is the practice of creating compact, vibrant, livable, walkable, mixed-use communities centered around transit stations.
- **Transit Village Program:** This is a statewide program which creates incentives for municipalities to redevelop or revitalize the areas around transit stations using design standards of Transit-Oriented Development.
- **Complete Streets:** Complete Streets is an effort to bring bicycle and pedestrian travel, as well as public transportation into the equation when roadway facilities are designed, maintained, and updated. Complete Streets policies generally require all roadway projects to consider all modes.

Summary

As can be seen in this chapter, many of the recommendations of the 2015 Plan have not been implemented. However, as a result of the feedback received from the outreach process, it was concluded that the recommendations of the 2015 Plan are still valid and should be included in the Access for All Transit Plan.

The rationale for this decision is that there is no downside to including these recommendations in the Access for All Transit Plan, but there could be consequences if a recommendation is excluded and a transportation provider or agency wanted to apply for federal funding (i.e., under Section 5310) to implement a recommendation as new service. The proposal would not be in the Access for All Transit Plan to support the application.

Further, as the transportation-disadvantaged population increases, demand for more and specialized services will increase. It is anticipated that the funding to meet the demand will also grow tighter. Therefore, it will be necessary to find options for implementing recommendations and providing human services transportation in resourceful, efficient, and cost-effective ways. Many of the strategies to accomplish this are discussed in [Chapter 7](#).

7. Plan Implementation and Service Delivery Strategies

The funding programs (i.e., Section 5310, NJ JARC, SCDRTAP, etc.) created to support and improve human services transportation are limited. It is difficult to maintain the existing system and expand and improve it. An innovative and flexible approach is called for to provide for the needs of the transit-dependent population within the limits of available funding and resources.

County providers have taken a significant innovative and flexible approach to providing for some of these unmet needs identified in [Chapter 5](#). Rather than providing a daily fixed-route service connecting an isolated rural community to an urban area, providers have substituted a weekly demand-responsive service for these residents for essential services and destinations.

There is more than one option or strategy for implementing the identified recommendations. Some of these can be implemented individually by the county providers, while others, require a coordinated, cooperative approach among providers. This can involve an agreement between a few providers, or it could be on a county-wide or even regional basis. These strategies are discussed below.

Coordinated Service Delivery Strategies

The Access for All Transit Plan is SJTPO's federally required "coordinated" public transit Human Services Transportation Plan. Coordination is a vital component in providing human services transportation. Coordination between providers is about shared responsibilities, management, resources (i.e., agency vehicles), and the funding needed to run the services. The Access for All Transit Plan can be used to improve transportation system performance by eliminating duplicate efforts and improving the efficiency of transportation operations.

Another strategy worth noting is the concept of a major county transportation agency entering into some type of agreement with another agency (i.e., county department, local municipality or private agency) to provide transportation services for the latter. For example, Atlantic County's ACTU entered into a shared agreement with Atlantic City to take over the transportation service for transit-dependent persons. Specific transportation coordination strategies include, but are not limited to:

- **Trip Sharing** – an agency could contract with another to provide trips to clients or general users of the service on an as-needed or scheduled basis. For example, a county government agency could work with another county or private agency to provide some of the scheduled trips, if it were more convenient and cost-effective for the former to do so.

- **Vehicle sharing between agencies** – agencies that own and operate vehicles enter into an agreement with other agencies that may need the vehicles under special circumstances or on a regular basis.
- **Joint grant application submissions** – human services transportation providers could work together to coordinate grant submissions. This would reduce duplication of applications and projects that are attempting to provide the same type of service and would be viewed favorably in the process of selecting applications for funding.
- **Shared vehicle maintenance and storage** – there is an advantage to storing vehicles in an indoor structure as opposed to an outdoor lot. Two (2) or more providers could share the cost of an indoor storage facility and even vehicle maintenance.
- **Joint procurement (bulk purchases)** – is a cost-effective approach to increasing purchasing power. Examples include joint fuel purchase and vehicle maintenance.
- **Contract or hire private agencies** – to provide services for public agencies. This is now being done now by at least one (1) county government transportation provider
- **Development of a regional one-call center** – that covers all four (4) counties. At present, several counties have some form of this at the county level.
- **Utilizing the resources and services of Cross County Connection, a Transportation Management Association** – for services like ridesharing, information for the general public on transit options available to them and assistance (i.e., marketing services) to transportation providers.

These strategies can be implemented through a cooperative agreement between two (2) or more transportation agencies, or by some type of coordinating committee or manager, as discussed below.

County Coordinating Committee

The Access for All Transit Plan recommends the creation of a permanent and active County Coordinating Committee. This would provide a central forum where agencies and organizations can meet to consider how to coordinate and consolidate individual services, and share information on human services transportation coordination opportunities, project implementation strategies, funding sources, current technologies, and new ideas. This Committee is intended to be the implementing agency of the Coordinated Human Services Transportation Plan development process.

The Committee would assist in preparing and coordinating human services transportation funding program applications being submitted by its members and provide recommendations regarding the prioritization of applications (i.e., Section 5310, NJ JARC) submitted to SJTPO for review and ranking. It should be noted that several human services transportation funding programs, including Section 5310 and SCDRTAP, give priority to applications if applicants show active participation in periodic coordinating committee meetings. The importance of establishing

a County Coordinating Committee is a recommendation of the Access for All Transit Plan and stressed by NJ TRANSIT representatives during public outreach efforts.

Mobility Manager

A Mobility Manager is responsible for overseeing and guiding the efforts of a County Coordinating Committee or the four (4) County Coordinating Committees. The Mobility Manager could identify options and methods for transportation coordination, help to establish a regional one-call center, and perform a wide range of functions that would serve to improve the quality and efficiency of the regional human services transportation system.

This is an optional strategy and would depend on availability of funding to implement. The Mobility Manager would not replace the functions of, and need for, the County Coordinating Committees, but would work with and assist efforts. The Mobility Manager would focus on the task of getting users of the system from origin to destination in the most timely and efficient manner possible and providing riders with a seamless trip.

The service coordination and improvement strategies discussed above can stretch resources and increase transportation service coverage and quality for the transit-dependent population. The strategies that work best for a particular county, region or association of providers depend on the situation, needs, and resources.

8. Plan Summary and Next Steps

The basic purpose of the human services transportation planning and implementation process is to provide needed transportation services for the transportation-dependent population, including senior citizens, persons with disabilities, and persons of low-income. As has been indicated throughout this Access for All Transit Plan, this segment of the population has many specific needs, including the following:

- Persons with disabilities require transportation services that accommodate specialized needs, such as handicap accessible vehicles, door-to-door service, and bus schedules that are compatible with medical appointments.
- Those seeking employment or employment training need transportation services that are compatible with work and training schedules and can get users to destinations.
- Transit-dependent persons living in rural areas or isolated communities need to get to services (i.e., medical appointments, government service agencies), shopping centers, or connections to NJ TRANSIT bus services in urban areas or commercial districts.
- For all of the above, there is a need for transportation services that provide a seamless trip that avoids gaps in the travel chain and gets the riders to destinations.

These are challenges faced by human services transportation planners and providers, and those dependent on these services. Three important objectives are:

1. Maintain and improve existing systems and services that effectively provide for the needs of the transportation-disadvantaged population;
2. Identify and provide unmet transportation needs; and
3. Increase the efficiency and cost-effectiveness of human services transportation to maximize use of the limited funding that supports these services.

Maintaining existing services represents a basic element of the Access for All Transit Plan that can be achieved by providers through awareness and effective use of all applicable funding sources and through the mobility management strategies.

The efforts of this Plan are to identify the unmet needs of the transportation-disadvantaged population and recommend services and strategies to meet these needs. These efforts can be achieved through the implementation of the recommendations and by giving priority to funding for implementation.

Increasing the efficiency and cost-effectiveness of human services transportation is required because funding and resources are insufficient. The Access for All Transit Plan:

- Identifies and recommends the implementation of a range of strategies for achieving cost-effectiveness and efficiency in providing services. This is for the benefit of providers and for the federal and state agencies responsible for providing funding programs for local transportation providers to make the best use of limited resources.
- Advocates and supports the establishment and continuation of a County Coordinating Committee to oversee coordination between two (2) or more agencies in the implementation of these strategies and provide other useful functions as is described in [Chapter 7](#).

Next Steps

The Access for All Transit Plan is meant to serve as a starting point, and not an endpoint, for improving the region's human service transportation system. Based upon the recommendations cited in this Plan, SJTPO will identify those recommendations that are easier to implement and compile them into a pipeline. This will include an analysis of existing services to identify potential cost reductions and inefficiencies in delivery of service.

In addition to creation of a project pipeline, SJTPO will engage in the following actions to help advance as many of the recommendations as possible.

- Convene targeted meetings with appropriate stakeholders to discuss specific barriers to implementation, such as lack of demand, or insufficient funding, as well as possible solutions to overcome these barriers.
- Undertake additional data collection activities or ridership forecasts to help justify the implementation of the recommendations.
- Investigate other funding programs that may help in implementing these recommendations.

The Plan also recommends the creation of a County Coordinating Committee to help implement the Plan. While SJTPO would likely participate in this committee, the details pertaining to the creation and operation of this committee are unknown at this time.

In summary, the Access for All Transit Plan details that human services transportation planning is a dynamic process that responds to changing conditions and opportunities. Providing services for the transportation-dependent population may be accomplished through a continuing and cooperative approach involving human services transportation providers, stakeholders, and state and regional planning agencies and organizations involved in the planning and decision-making process.

Appendix A: List of Acronyms

ACS	American Community Survey
ACTU	Atlantic County Transportation Unit
CARES	Coronavirus Aid, Relief and Economic Security
CATS	Cumberland Area Transit System
CBG(s)	Census Block Group(s)
CCAM	Coordinating Council on Access and Mobility
CCCTMA	Cross County Connection Transportation Management Association
CHSTP	Coordinated Human Services Transportation Plan
CMAQ	Congestion Mitigation and Air Quality
FFT	Cape May Fare Free Transportation
FTA	Federal Transit Administration
GBAT	Greater Bridgeton Area Transit
HSTP	Human Services Transportation Plan
MASCEC	Mid-Atlantic Career and Education Center
NHTS	National Household Travel Survey
NJ JARC	New Jersey Job Access Reverse Commute
NJ TRANSIT	New Jersey Transit
NJDOT	New Jersey Department of Transportation
PRAC	Puerto Rican Action Committee
RTP	Regional Transportation Plan
SCDRTAP	The Senior Citizen and Disabled Resident Transportation Assistance Program
SJTA	South Jersey Transportation Authority
SJTPO	South Jersey Transportation Planning Organization
US DOT	United States Department of Transportation

Appendix B: Steering Committee and Stakeholder Survey Responses

Steering Committee

In the initial phase of the Access for All Transit Plan development, representatives from the Steering Committee were surveyed. The survey was distributed to determine if the recommendations from the 2015 Plan were still valid, if the representatives had new recommendations to add to the Access for All Transit Plan, and the general status of human services transportation in the respective county.

Five (5) county steering committee representatives were surveyed from May 9, 2019 to July 9, 2019. Respondents and dates surveyed are listed below.

COUNTY	DATE SURVEYED	REPRESENTATIVE SURVEYED
ATLANTIC COUNTY	4/9/2019	Director, Atlantic County Transportation Unit
CAPE MAY COUNTY	5/1/2019	Director, Cape May Fare Free Transportation
CUMBERLAND COUNTY	7/1/2019	Director, Office of Aging & the Disabled
	7/2/2019	Director, Cumberland County Workforce Development
SALEM COUNTY	7/9/2019	Planner, Salem County Planning Department

Steering Committee – Survey Responses

Question #1: Do you feel that the basic recommendations of the [2015 Plan] are still valid? If not, which do you feel are no longer valid?

Atlantic County:

In my opinion, conceptually, all of the strategies and recommendations of coordinated mobility management in the southern NJ region, are still valid, and economically desirable. However, the short-term implementation of a coordinated One-Call Center program remains a considerable challenge but continues to be a worthy goal and objective.

Cape May County:

The recommendations are still valid, some of which have been implemented.

Cumberland County:

Office of Aging & the Disabled – Yes, the needs still exist.

Cumberland County Workforce Development – Recent communication with DHS brought to light that the majority of families believed to be needing transportation services in Port Norris actually live in areas of Laurel Lake where we already provide daily fixed route service. At the time of the discussion, there were only 3 families receiving TANF in Port Norris. With such a small number of people potentially needing transportation services it would not be cost efficient to set up daily fixed route service to Port Norris.

Salem County:

Yes, [the needs identified in the 2015 Plan still exist].

Question #2: Have any of the recommendations (or general strategies) of the [2015 Plan] been implemented since the completion of the Plan in June of 2015? If so, which ones?

Atlantic County:

Yes, our pilot implementation of a One-Call transportation services center was nearing completion in late 2017 between Atlantic County and the City of Atlantic City. Scheduling and routing interface software was procured and installed allowing the City to remotely access our Trapeze PASS reservation and scheduling network, thus allowing for strategic coordination of trips between our agencies. City staff was trained on the network, and we were about to go live with the program, when the State stepped in and took control of the City's finances and service programs. After their review, and in conjunction with the distribution of funds from the casino PILOT program, the County entered into a shared service agreement to take over the entire City of Atlantic City senior and disabled transportation program. While the end result still improved delivery of transportation services to City residents the method of accomplishing the goal was different than originally strategized.

Cape May County:

Fare Free Transportation has begun providing service to the Vineland area on a weekly basis. The plan recommended that we provide daily service. We are not quite there yet but we do provide weekly service as a starting point with intent to increase service to that area. We also started an internship program to extend our service into the evenings and on weekends. We use these interns to accomplish these goals during peak season. In all, three of the recommendations in the previous plan have been implemented and will be expanded upon.

Cumberland County:

Office of Aging & the Disabled – None of the recommendations for Cumberland have been implemented.

Cumberland County Workforce Development – In 2015, using CMAQ funding, fixed route service began connecting residents from Millville to the Transportation Center in Vineland. This service provided access to The Cumberland Mall and businesses along the Boulevard in Vineland. After three (3) years, the CMAQ funding ended. At that time, the Millville Area Connector route was modified. The Boulevard service was incorporated into the Millville Area Connector route to continue to provide the residents of Millville with a connection to the Transportation Center in Vineland. This connection gives them access to employment opportunities throughout Cumberland County.

Salem County:

[T]o my knowledge, [none of the recommendations have been implemented].

Question #3: Are there any new services or major strategies that have been proposed since June 2015 that were not included in the [2015 Plan]? Have any of them been implemented or are close to implementation?

Atlantic County:

No, not to date. However, if the County can find a suitable partner, the technology software is now in place to allow for a new Pilot One-Call coordination effort in the future, without any significant additional costs to incur.

Cape May County:

We will be starting a pilot program in the next few months with a new service method. This project will be an Uber style system using a telephone app to immediately request/receive trips in the area of our pilot (Ocean City). This on-demand service pilot will provide data as to whether this style of service could be used throughout our service area in all of Cape May County.

Cumberland County:

Office of Aging & the Disabled – No, there have been no new services.

Cumberland County Workforce Development – See prior response [Question #2].

Salem County:

Not to my knowledge.

Question #4: Are there any needs relating to human services transportation services that were not identified in the 2015 [Plan] that should be included in the next [Plan], even if you cannot identify a specific proposal at this time to meet this need?

Atlantic County:

The [increase in] dialysis medical centers, and corresponding need for patient transportation to/from treatment, is evolving into a serious issue in the region. In addition, funding will need to be found to replace Pascale Sykes Foundation funding for our two (2) Community Shuttle programs, as the foundation phases out their involvement in community transportation efforts in 2021.

Cape May County:

We have seen a significant increase in wheelchair clients, and we have responded with the purchase of two new buses with four wheelchair securement locations instead of the usual two. We have also found that Family Services has a great need for transportation services for their client base and we have met with them and provided them with the opportunity to utilize our service. This was an underserved part of the community for us, single parent families with lack of transportation and we are looking to solve that issue for the adults with children in need.

Cumberland County:

Office of Aging & the Disabled – There have been no new needs as the need for extended and weekend hours still exist and the need for more transportation in the rural parts of the County remain.

Cumberland County Workforce Development – None at this time.

Salem County:

Not to my knowledge.

Question #5: Do you currently have an active transportation coordinating council or committee, as described and recommended on page IX-8 of the 2015 [Plan]? How often do they meet?

Atlantic County:

The county wide UWR committee is not currently active, although agency specific communications do continue as appropriate to ensure that minimum duplication of services exists between municipalities and/or agencies. The original focus of attention was to begin the coordination effort with the City of Atlantic City, the 2nd largest transportation provider in the county, and then to offer that conceptual template to other interested UWR [United We Ride] agencies. With the entire takeover of City services by the County, the process became a bit derailed. However, as outlined above, since the infrastructure is now, and remains in place, a 2019 goal for the County is to revive

coordination meetings, similar to the original UWR effort, and to hopefully identify a new Pilot coordination partner. However, with the change in Director level transportation management at the County, this will be a late year effort, after the new Director becomes comfortable with the day-to-day responsibilities of the Unit.

Cape May County:

We have an active Citizens Advisory Committee which meets every other month, six (6) times per year.

Cumberland County:

Office of Aging & the Disabled – There is no active transportation coordinating council or committee; however, NJ Transit suggested a committee meet at least two (2) times per year.

Cumberland County Workforce Development – I am not aware of any such council or committee. The staff of the various agencies providing transportation services talk to each other on a regular basis, but no formal council or committee has been formed that I am aware of.

Salem County:

Not to my knowledge.

Question #6: Is there anything else that you think should be considered or covered in the Plan update?

Atlantic County:

Nothing that hasn't already been discussed.

Cape May County:

No, [there is nothing else to be considered or covered].

Cumberland County:

Office of Aging & the Disabled – Transportation remains a great need in Cumberland County. Expansion to weekend service and expanded weekday hours continue to be a need. In addition, the demand for dialysis transportation continues to increase and is being unmet with a wait list for availability.

Cumberland County Workforce Development – None at this time.

Salem County:

No, [there is nothing else to be considered or covered].

Stakeholders

The following are the responses to the 2020 Plan Survey sent out to the list of 2020 Plan stakeholders in the four-county SJTPO region from January to February 2020.

Stakeholders – Survey Responses

Question #1: What are your transportation needs?

Respondent #1:

I need a bus to Philadelphia.

Respondent #2:

[I need transportation for] work and shopping.

Respondent #3:

Would like to see rail lines to mid-Jersey and Philadelphia.

Respondent #4:

Individuals with disabilities need greater access to transportation.

Respondent #5:

I have no access needs at this time. I have my own vehicle.

Respondent #6:

I currently have no transportation needs.

Respondent #7:

Our specific needs at Cumberland County Shelter are quite glaring. The homeless who find work find themselves missing out on opportunities to maintain work due to limitations of transportation at Cumberland County. As a mandate through the state and county compliance standards while staying at the shelter, the homeless guest is must make their best attempts at finding work and permanent shelter. Understanding our homeless are typically without their own formal transportation, we find their challenges being met with stalemates as it relates to their ability to obtain and sustain employment. Our agency would welcome the opportunity to provide those transportation services to ensure the success of our guest staying at the Cumberland Family Shelter as we are always seeking to provide the “hand up” to our guests in helping them under very difficult circumstances.

Question #2: What Improvements to current transit services would you like to see?

Respondent #1:

[There needs to be] more frequent service to Philadelphia.

Respondent #2:

Hand sanitizer [should be available to riders].

Respondent #3:

[An improvement would be offering a] light passenger rail.

Respondent #4:

[There needs to be] more public transportation for people with disabilities.

Respondent #5:

Atlantic City Rail Line increased number of trains and frequency of schedule to allow better commuting options and recreational trips.

Respondent #6:

There are no specific improvements to current transportation services that I would like to see.

Respondent #7:

[There needs to be] more NJ TRANSIT service via Mays Landing Road to Vineland, Millville and Bridgeton during off peak hours. If this is unattainable, then we would strongly suggest providing the ability through funding another vehicle (van) and operational expenses as it relates to providing this service.

Question #3: Is there additional feedback you would like to offer? **Note:** only Respondent #5 responded to this question.

Respondent #5:

Additional bus routes [are needed] to meet transportation challenged populations.

Appendix C: Steering Committee Meetings' Summaries

Atlantic County Steering Committee Meeting

Meeting date: Thursday, April 16, 2020, 10:00 am to noon

Conference call due to COVID-19 restrictions

In attendance:

- Christine Wilson, Inter-generational Services
- Cristine Chickadel, Atlantic County Inter-generational Services, ADA Coordinator
- Lisa Tulley, NJ Transit
- Demetrius Pearson, Atlantic County Transportation Unit
- Ronda Urkowitz, CCCTMA
- David Heller, SJTPO (meeting facilitator)
- Mike Reeves, SJTPO (meeting facilitator)

Note: John Peterson, Atlantic County Planning and Jerry Slavin, SJTA, were invited but unable to attend.

General Comments

- The presentation to attendees was conducted via a conference call and was coordinated with four attachments sent to the Steering Committee prior to the meeting.
- David Heller and Mike Reeves welcomed the attendees. They explained that the purpose of the meeting is to update information on current transit services, obtain feedback on human services transportation services recommendations, and solicit input on the Access for All Transit Plan.

Comments on Existing Transportation Services

Atlantic County Transportation Unit Service (ACTU)

- Serves Atlantic County residents. Eligible riders are seniors, the disabled, veterans, and the general public in rural areas (not served by NJ TRANSIT).
- There has been an increase in rides for dialysis patients to treatment centers.
- To access the ACTU service, users must call ACTU and are logged into the system. Their ride is scheduled, and this information provided to the bus driver. Service is door-to-door. Drivers wait 5 minutes for rider to arrive for boarding, then move on to next rider.

Atlantic City Jitney Association (ACJA)

- Aside from ACJA's regularly scheduled service (minimal fare charged), this service is also used (free of charge) to transport bus and train riders from the bus/rail terminal to places

of employment (i.e., it is a service that is provided to persons of low income to access jobs).

- Demetrius Pearson mentioned that he will get SJTPO information on the ACJA service.

South Jersey Transportation Authority (SJTA) Community Shuttles

- Egg Harbor Shuttle
 - Primarily serves Stockton University.
- Route (Rt.) 54/40 Community ShuttleShuttle
 - Times are now 6:00 AM to 7:00 PM – no break in service.
 - Takes riders from Atlantic City Rail line to County Bus routes.
 - Takes riders from Atlantic City Rail line to County Bus routes.
 - Funded by 5311 Innovation Grants, (sunset in 2020) and Pascale Sykes funding (expected to sunset in 2021, 2022). Service is free.
 - Once Pascale Sykes funding runs out, service will need replacement funding (including NJ TRANSIT, DOL, local/county, private sources). It is possible that service will have to be discontinued if no funding can be found.
 - Ronda Urkowitz noted that they are expanding their advisory group of community leaders and health care providers (AtlantiCare) and that shuttles are expensive to operate.
- English Creek Shuttle
 - Hours in service: 7:00 am to 8:30 pm.
 - Sunday service has been eliminated.
 - Relies on NJ JARC program funding.
 - Also relies on match funds from Pascale Sykes Foundation, like the Route Rt 54/40 Community Shuttle. These will be lost once Pascale Sykes Foundation closes its doors.

Municipal Services

- Atlantic City
 - ACTU has taken over this service. It no longer serves youths ages 13 to 19, as noted in the County 2015 Plan. \$1.00 donation requested.
- Brigantine
 - Questionable as to whether the service is still available.
- Pleasantville/Margate/Ventnor
 - Services use FTA 5310 funding. Ventnor has one vehicle provided by ACTU. 5310 funding is used to service the vehicle.

State/Regional Services

- Access Link/Medicaid Services
 - Demetrius Pearson said that ACTU is not involved with Medicaid Services and LogistiCare. No other comments were received on these services.
- NJ TRANSIT Bus Routes/Atlantic City Rail Line

- No comments were received on these services.

Agency Client Transportation

Mike Reeves reviewed some of the agencies that provide transportation to specific client groups or target populations and said that if Committee members could think of any other agencies that should be added to this list, they could email him with the names of the agencies.

Comments on the 2015 Plan Recommendations

Transportation Service Recommendations

Mike Reeves explained that recommendations one and two were proposed by Cape May County, and those operating the Cape May Fare Free service have expressed an interest in providing these services, as noted in *Chapter 6: Plan Recommendations*.

Recommendation #1: Expand service between Atlantic Cape Community College and the Hamilton Mall

Ronda Urkowitz said that she was not aware of ACC's involvement in the implementation of this recommendation but noted that an SJTA shuttle service may serve this need by connecting to an existing bus route.

Recommendation #2: Provide a feeder service in the Hammonton/Richland Area

It was noted that this seemed like the SJTA Route (Rt.) 54/40 Community Shuttle service. Mike Reeves said that, in reviewing the *Proposed Services* map from the 2015 Plan, this feeder service appears to go beyond the Rt. 54/40 Community Shuttle service area. However, there are no plans to implement this recommendation but there is also no reason to delete it from the Access for All Transit Plan.

Recommendation #3: Rt. 54/40 Community Shuttle

Since it is now implemented, it goes from a *Recommendation* to an *Existing Service* in the Plan, unless discontinued in the future due to lack of funding.

Other Major Recommendations

Recommendation #1: County Coordinating Committee

Lisa Tulley explained that a committee such as this one, comprised of providers, must meet at least twice a year to discuss needs and gaps in service. This is a requirement to receive 5310 and SCDRTAP funding. These meetings can be folded into SCDRTAP meetings, which meet four times a year.

Recommendation #2: Regional One Call Center

Mike Reeves noted that Carl Lindow commented that a regional one call center was a challenge but a worthy goal.

Demetrius Pearson said that the ACTU service provides a county one-call center and will refer callers to other transportation services if they are not eligible to use the ACTU service. This information will be noted in the Access for All Transit Plan.

Mike Reeves said that, even if some of the recommendations do not seem entirely feasible or realistic at this time, it is recommended that they be carried over into the Access for All Transit Plan unless there was a very good reason to take them out.

Comments on the Access for All Transit Plan Public Input Comments Received to-date

- Mike Reeves reviewed the comments received from the 2019 survey submitted to the Atlantic County United We Ride (UWR) contacts, Carl Lindow, Demetrius Pearson. Mike Reeves said that, as the Plan Update process continues, all comments received that relate to transportation service recommendations will be included in the Access for All Transit Plan list of comments.

Comments on the Atlantic County Stakeholder Survey and List of Stakeholders

- Mike Reeves reviewed the Access for All Transit Plan Survey and said that the survey to Atlantic County stakeholders will be sent out on Monday, April 20, 2020.
- Mike Reeves said that the list of Atlantic County Stakeholders represented the stakeholders that will be receiving the SJTPO Survey and drafts and final copies of the Access for All Transit Plan. The Stakeholders will be invited to future meetings about the Plan. Mike Reeves asked that if anyone had any other names/organizations they wanted to add, they may email them to him.

Final Comments

- Mike Reeves noted that this was the last of the county steering committee meetings, although there will be at least one final public meeting once the draft Plan is released.
- David Heller reviewed the next steps for the Access for All Transit Plan, including the anticipated adoption date.

Cape May County Steering Committee Meeting Summary

Meeting date: Wednesday, March 11, 2020, 10:00 am to noon

In attendance

- Lisa Tulley, Southern Regional Program Administrator, Local Programs - NJ TRANSIT
- Daniel Mulraney, Director of Fare Free Transportation
- Kathy Halenback, Fare Free Transportation
- Leslie Gimeno, Cape May County Planning Director
- David Heller, SJTPO (meeting facilitator)
- Mike Reeves, SJTPO (meeting facilitator)

Note: Coleen Bingham, County Office on Aging & Disabled, was invited but unable to attend.

General Comments

- Mikes Reeves noted the purpose of this meeting is to update information on current transit services, obtain feedback on the Access for All Transit Plan recommendations and concurrence/ideas relating to the next steps in the Access for All Transit Plan development process.
- Lisa Tulley noted there should be County HST Stakeholder/Coordinating Committees at least twice a year. It is part of the requirements for the 5310 application. The meetings should focus on unmet transportation needs, recommendation prioritization, and implementation. The Access for All Transit Plan should be a fluid, dynamic document that the committee continues to implement and reshape.

Comments on Existing Transportation Services

Cape May County Fare Free Transportation (FFT)

- The Fare Free Transportation System is for anyone 18 years or older, is for any trip purpose, and is a deviated fixed route system with no fare charged. At this time, anyone not a subscriber to the system must schedule their ride several days in advance.
- The FFT Director would like to see the system become totally demand-responsive, since the deviated fixed route system does not always take riders where they need to go. He would also like to have same-day scheduling for those riders that are not subscribers to the system.
- The County is trying to convert the FFT system to an Uber-like system, where riders could get information on the service and schedule their ride on their phone. When this system is in place, riders would not have to schedule their ride days in advance. Once the County gets the necessary software, they will run a pilot project utilizing this system in Ocean City. If successful, they will expand this to the entire county.
- The Fare Free Transportation buses go to Camden, specifically Cooper Hospital, Philadelphia hospitals, and the Cumberland Mall once a week on an alternating basis. It also provides rides for clients/patients of the Jersey Cape Diagnostic Center, to recruits at the Coast Guard station on Saturdays and picks up homeless persons in the County during Code Blue alerts.
- Fare Free Transportation also provides service to clients of several County Departments, as well as to organizations such as Arc.
- The FFT Director noted that there is an increasing need for transportation services to dialysis treatment centers.

Five Mile Beach Company

- This system operates under the name of Great American Trolley. It is a fixed-route, for-profit service that operates in Wildwood. It is open to anyone and can be used for any trip purpose.

NJ TRANSIT Routes

- The NJT 552 Route has added the County Airport as a scheduled stop. Lisa Tulley said that she would get SJTPO any bus schedules that we need. Mike Reeves will send her a list of needed schedules.

Agency Client Transportation

- It was recommended that SJTPO add several organizations to its list of Agency Client Transportation Services, including AtlantiCare and the Jersey Cape Diagnostic Center. Attendees said that they would send us a list of agencies, along with contacts and email addresses that SJTPO should include.

Comments on the SJTPO 2015 Plan Recommendations

- Mike Reeves reviewed the Access for All Transit Plan recommendations of the 2015 Plan, and explained that, even if the recommendations do not seem feasible or realistic at this time, they should be carried over into the Access for All Transit Plan, unless there was a very good reason to take them out. He asked the stakeholders if they had any new recommendations or recommendations that they felt were of a high priority.
- Daniel Mulraney said that the first three recommendations on the list - new service connecting Woodbine to southern Cape May and to Atlantic City, and expanded service between northern Cape May and Atlantic City - were of particular importance, and that the goal of the Fare Free Transportation system is to provide these services instead of NJ TRANSIT.
- Mike Reeves noted that one of the recommendations - daily service between Cape May and Vineland - has partially been implemented by Fare Free Transportation. Daniel Mulraney said that this service is provided once a week, which is enough given the current ridership on this route.
- Local Coordinating Council – Daniel Mulraney said that the County has a CAC which meets 6 times/year and asked Lisa Tulley if the CAC meets the requirement of a County Coordinating Council. Lisa Tulley said that two of the meetings need to focus specifically on the human services transportation plan, and that county transportation providers should be invited. She also suggested that these meetings could be combined with the SCDRTAP meetings that are required to be held twice a year.

Comments on the SJTPO Access for All Transit Plan Survey

- Mike Reeves explained that a survey will be sent out to stakeholders in Cape May County within the next week or so. He showed them the survey and cover letter, along with the list of stakeholders.
- The Committee reviewed the list of names and organizations and added/deleted some of the contact people. Additions included Donna Groom from the Board of Social Services and Kevin Thomas from the County Department of Health. Tim Sharpe and Lea Sheridan from NJ TRANSIT were deleted because they were either retired or for some other minor

reason. Some members said that they would try to get a contact person for United Way and Easter Seals.

The Cape May County Access for All Transit Plan Public Meeting

- The date, time and location of the Cape May Access for All Transit Plan Public Meeting was discussed. David Heller said that SJTPO has a list of possible meeting venues in Cape May, and that he would get back to Daniel Mulraney. Daniel Mulraney said that the Committee could meet at the County Administration building, where the 2015 Plan meetings were held, and that there were several rooms available for the meeting.
- It was also suggested that the Public Meeting be held during the day, such at 2:00 PM, since that is when NJ TRANSIT and Cape May Fare Free buses provide service to the Administration building.

Cumberland County Steering Committee Meeting Summary

Meeting date: Tuesday, November 19, 2019, 1:30 pm to 2:45 pm

Cumberland Area Transit (CATS) Meeting Room

In attendance

- Lisa Tulley, Southern Regional Program Administrator, Local Programs - NJ TRANSIT
- Barbara Nedohon, Executive Director - County Office on Aging & Disabled
- Theresa Van Sant, CATS supervisor
- Kate Speck, Workforce Development
- Jamie Gomez, Workforce Development
- David Heller, SJTPO (meeting facilitator)
- Mike Reeves, SJTPO (meeting facilitator)

Note: Bob Brewer, Cumberland County Planning Director, was invited but was unable to attend.

General Comments

- Mike Reeves noted the purposes of this meeting is to update information on current transit services, obtain feedback on Plan recommendations and concurrence/ideas relating to the next steps in the Access for All Transit Plan development process.
- Lisa Tulley noted the counties should hold County Human Service Stakeholder/Coordinating Committees at least twice a year. It is actually part of the requirements for the 5310 application. The Access for All Transit Plan should be a fluid, dynamic document that the committee continues to implement and reshape.
- Barbara Nedohon asked if it was possible to extend the 2015 Plan for 5 years instead of just 3 years.

Comments on Existing Transportation Services

Cumberland County Workforce Development (CCWD) system

- CCWD operates 5 separate services in the County. There are 5 vehicles and 8 drivers.
- Riders must apply to be eligible, although bus driver could register them on the bus if they just get on without prior registration. Drivers know who is eligible.
- Service is a deviated fixed route system, primarily for work-related trips, except for the Greater Bridgeton Area Transit (GBAT). Service can go to Vineland Industrial Park. Service can deviate ¼ mile from the route.
- Greater Bridgeton Area Transit (GBAT) can provide trips for shopping and religious activities, and riders under 18 are eligible if accompanied by an adult. Hours are Monday through Friday, 5:45 am to 6:15 pm, with a 2-hour break, as well as Saturday, from 5:45 AM to 3:45 PM, with a break from 11:30 AM to 1:30 PM. This route also provides transportation to medical facilities along the route including the Bridgeton Hospital and the Laurel Heights Medical Complex Since Pascale Sykes funds the system, it is required to be open to the general public. Pascale Sykes provides funding to Gateway, who passes funding on to the County.

Cumberland County Area Transit (CATS) – Office on Aging

- Demand-Responsive System, which goes anywhere in the County, but does have a system to schedule times and days for specific destinations (e.g., mall shopping days, grocery shopping).
- Requires 48-hour notice for trips.
- No fee charged, but a \$1.00 donation is encouraged. Funding is primarily FTA 5310, with County match.
- Out-of-County trips are provided to Philadelphia and Camden on certain days for medical appointments only. Only 2 wheelchairs can fit on the vehicle at a time.
- Trips to Port Norris from 11:00 am to 1:00 pm., Monday through Friday, as long as the client calls two business days in advance.

Cumberland Human Services Transportation Program

- Southwest Council is no longer involved. The Department is issuing an RFP for a new transportation provider. There are no services provided at this time.

Vineland Trolley

- The Trolley operated in Vineland, but it is not evident if the service is currently operating.

Bethel Development Corporation

- It is not clear if the service is currently operating or in existence.

2015 Plan Recommendations and Recent Comments

New Feeder Service to Connect Fairton to Port Norris and Feeder Service to outlying areas in the County

- The Committee noted that no action has been taken on these proposals as a separate or new service and may be too ambitious and expensive to implement at this time. Additionally, CATS does provide demand responsive service throughout the county.

New Fixed Route Service between Laurel Lake & Port Norris

- The Committee noted that there were not that many families left in Port Norris that need transportation. However, CATS does provide Demand-Response DM service to Port Norris on a regular basis to get people to medical appointments and for food shopping trips.

New Fixed Route Service connecting Salem City with Bridgeton, especially to the Social Security Office and other services in Bridgeton

- No one is currently involved in implementing this proposal, but Salem SCOOT may be doing this with their DM service.

New Fixed Route Service Between Northwestern Salem County (Elmer & Olivet) and the Vineland Transit Hub

- The Committee said that Salem SCOOT may be doing this with their DM system. No agency in Cumberland is considering implementing this proposal.

Daily Service from Vineland to Cape May, augmenting current NJ TRANSIT service

Stakeholder Questionnaire and Stakeholder Email List

- Mike Reeves noted that Cape May Fare Free Transportation is doing this on a weekly basis & may expand in the future to a daily service.
- Reeves provided the draft questionnaire to the Steering Committee and said that if anyone had any ideas on it to get back to him. He also went over the email list and stressed that it was essential to save time to communicate via email. He asked if anyone had any other names they wanted to add. It was noted that there is a new NJDOL contact and Lisa Tulley recommended a name for Pafacom. It was also recommended that we add the County Health Department Director and ARC to the mail list. Mike Reeves said that if anyone thought of any other contacts that should be added to email him with contact name and email address.
- Lisa Tulley recommended to include municipal mayors to the contact list. This may be a good idea for the public meeting notice but not necessarily for the questionnaire distribution.

Salem County SJTPO Steering Committee Meeting Summary

Meeting date: Tuesday, November 26, 2019, 10:00 am to noon

Salem County Planning Meeting Room

In attendance

- Lisa Tulley, Southern Regional Program Administrator, Local Programs, NJ TRANSIT (attended by phone)
- Rebecca Ferguson, Salem County Office on Aging & Disabilities
- Stephanie Bradway, SCOOT (Salem County Bus System)
- Matt Goff, Salem County Planning
- Joe Augustyn, Salem County Planner – Alaimo Group
- David Heller, SJTPO (meeting facilitator)
- Mike Reeves, SJTPO (meeting facilitator)

General Comments

- Mike Reeves noted the purpose of this meeting is to update information on current transit services, obtain feedback on the 2015 Plan recommendations, and input/concurrence relating to the next steps in the Access for All Transit Plan development Reexamination process.

Comments on Existing Transportation Services*Salem County Office on Aging & Disabilities, SCOOT*

- Although SCOOT's target riders are senior citizens and the disabled for medical trips, it also serves the general public in designated rural areas.
- SCOOT goes to the Social Security office in Bridgeton, the Cumberland Mall, and other destinations in Vineland. Shopping days are scheduled by SCOOT.
- SCOOT is operated by Mid-Atlantic States Career & Education Center.
- Rebecca Ferguson will send SJTPO information on the SCOOT system.

Salem County Veterans Service

- Transportation service is still in operation, as described in 2015 Plan.

Pearl Transit

- 2015 Plan Description is probably correct.
- Should Pearl Transit be listed as an agency that transports its own clients?

NJ TRANSIT Access Link

- Rebecca Ferguson said that Access Link provides a service to some locations to make it easier for eligible riders to sign up to ride this service.

Salem County Shuttle – Not operational

- There is no shuttle serving the Salem, Pennsville, Penns Grove, Carneys Point corridor and connecting these communities to Pureland Industrial Park. This service will shift in the Access for All Transit Plan as a "recommendation." The Access for All Transit Plan

“Proposals” map will have to be changed from an orange to a green line to show this as a proposed service.

Agency Client Transportation

- Add Pearl Transit to this list, adding some description of service.
- Senior Care of Salem is now “Active Day.”

Comments on the 2015 Plan Recommendations

New Service to Wilmington & Elsmere

- Remains a valid recommendation, but unlikely to be implemented. Originally, it was supposed to be run by MASCEC.

New Service between Northwestern Salem County to Bridgeton

- Service was recommended to get people from Salem to services (e.g., Social Security Office) in Bridgeton. However, the Office on Aging & Disabilities provided this service for a short time and found that there was almost no ridership.
- SCOOT provides this service, but not on a daily basis.
- The above should be noted in PowerPoint presentation and Access for All Transit Plan, explaining that a daily fixed route system is not necessarily the best option to serve the need identified in the Access for All Transit Plan.

Feeder Services to NJ TRANSIT Routes in the Pennsville/Penns Grove/Carneys Point area and the Alloway/Quinton area

- The general feeling is that it would be unfeasible due to cost and lack of ridership.
- To some extent, SCOOT does serve these areas within the restrictions of its service.

Pureland Shuttle

- This shuttle has been implemented. It circulates around the Pureland Industrial Park to serve employees working on various shifts. However, since the Salem Shuttle is no longer in operation, potential workers along the NJ 49/US 130 Corridor do not have this service to get them to Pureland Industrial Park.

General: Establish County Coordinating Committee

- Lisa Tulley said that Salem County should hold Stakeholder/Coordinating Committee meetings at least twice a year. It is actually part of the requirements for the 5310 application. The Access for All Transit Plan should be a fluid, dynamic document that the committee continues to implement and reshape. Salem County could combine its Coordinating Committee with its Transportation meetings, which are held more than twice a year.

Stakeholder Questionnaire and Stakeholder Email List

- Mike Reeves provided the draft questionnaire to the Steering Committee and said that if anyone had any ideas to get back to him.

- He also went over the email list and stressed that it was essential to communicate via email to save time. He asked if anyone had any other names they wanted to add. Rebecca Ferguson noted some changes including:
 - Senior Care is now “Active Day”
 - Melanie Ernest is no longer director of Interagency Council (Rebecca Ferguson will supply name)
 - Nicki Botsford is not the contact for Healthcare Commons (Rebecca Ferguson will supply name)

General Comments

Transportation Service Options

- Joe Augustyn suggested that private services, such as Uber & Lyft could be used to augment the general Senior/Disabled/Low income need for transportation. The County or others could provide subsidized vouchers for riders. Mike Reeves said that this would be addressed in the Access for All Transit Plan.

New Traffic Generators

- Matt Goff said that a new warehousing complex was coming to the Pedricktown area. He will send us information on it. This represents important input that should be addressed in the Access for All Transit Plan.

Public Meeting

- Mike Reeves asked about a date and location for the Access for All Transit Plan Public Meeting. Matt Goff recommended that SJTPO use the County Ware building and said that he could arrange it if we gave him some potential dates. David Heller expressed some concern that it was not accessible by mass transit, but others said that there really is no transit service in Salem City at night. Another location suggested was St. John’s Church, which was used for previous human services transportation plan meetings.

Appendix D: Human Services Transit Destinations

Atlantic County Destinations						
Destination by Category	Name	Address	Municipality	County	State	Zip Code
Adult Day Center	Senior Care Adult Health Centers (Galloway)	76 West Jimmie Leeds Road	Galloway Township	Atlantic	New Jersey	08201
Adult Day Center	Arc of Atlantic County	6550 Delilah Road	Egg Harbor Township	Atlantic	New Jersey	08234
Adult Day Center	Senior Care Adult Health Centers (Hamilton)	410 Whitehead Road	Hamilton Township	Atlantic	New Jersey	08619
Adult Day Center	Hammonton Adult Training Center	617 North Egg Harbor Road	Hammonton Town	Atlantic	New Jersey	08037
Adult Day Center	NJ Division of Developmental Disabilities (Mays Landing)	5218 Atlantic Avenue	Hamilton Township	Atlantic	New Jersey	08330
Adult Day Center	CARING Transitional Adult Program (TAP)	6090 Danenhauer Lane	Hamilton Township	Atlantic	New Jersey	08330
Adult Day Center	Atlantic County Division of Intergenerational Services	101 South Shore Road	Northfield City	Atlantic	New Jersey	08225
Adult Day Center	CARINGPlace	407 West Delilah Road	Pleasantville City	Atlantic	New Jersey	08232
College/University	Atlantic Cape Community College	5100 Black Horse Pike	Hamilton Township	Atlantic	New Jersey	08330
College/University	The Richard Stockton College Of New Jersey	Jimmie Leeds Road	Galloway Township	Atlantic	New Jersey	08240
Community Action Agency	Atlantic Human Resources	1 South New York Avenue	Atlantic City	Atlantic	New Jersey	08401
County Government	Atlantic County Administration Building	5901 Main Street	Hamilton Township	Atlantic	New Jersey	08330
County Welfare Agency	Atlantic County Division of Intergenerational Services	101 South Shore Road	Northfield City	Atlantic	New Jersey	08225
Family Success Center	Oceanside I Family Success Center	201 Melrose Avenue	Atlantic City	Atlantic	New Jersey	08401
Family Success Center	Oceanside II Family Success Center	3201 Atlantic Avenue	Atlantic City	Atlantic	New Jersey	08401
Family Success Center	Inland Family Success Center	3050 Spruce Avenue	Egg Harbor Township	Atlantic	New Jersey	08234
Family Success Center	The New Day Family Success Center	622 New York Road	Galloway Township	Atlantic	New Jersey	08205
Family Success Center	Hammonton Family Success Center	310 Bellevue Avenue	Hammonton Town	Atlantic	New Jersey	08037
Food Bank/Pantry	Auxiliary of Ancora	202 Spring Garden Road	Winslow Township	Atlantic	New Jersey	08037
Food Bank/Pantry	Salvation Army – Atlantic City	22 South Texas Avenue	Atlantic City	Atlantic	New Jersey	08401
Food Bank/Pantry	St. Nicholas of Tolentine Food Pantry	2651 Atlantic Avenue	Atlantic City	Atlantic	New Jersey	08401
Food Bank/Pantry	Touch Ministry – Asbury United Methodist Church	1213 Pacific Avenue	Atlantic City	Atlantic	New Jersey	08401
Food Bank/Pantry	Friends of Jean Webster Soup Kitchen	35 South Pennsylvania Avenue	Atlantic City	Atlantic	New Jersey	08401
Food Bank/Pantry	New York Avenue Apartments Kitchen	233 North New York Avenue	Atlantic City	Atlantic	New Jersey	08401
Food Bank/Pantry	Grace Assembly of God	201 Atlantic Avenue	Atlantic City	Atlantic	New Jersey	08401
Food Bank/Pantry	Community Presbyterian Church	1501 West Brigantine Avenue	Brigantine City	Atlantic	New Jersey	08203
Food Bank/Pantry	Salvation Army – Buena	600 Central Avenue	Buena Borough	Atlantic	New Jersey	08326
Food Bank/Pantry	Kitchen Door Food Pantry	245 Boston Avenue	Egg Harbor City	Atlantic	New Jersey	08215
Food Bank/Pantry	Community FoodBank of New Jersey Southern Branch	6735 Black Horse Pike	Egg Harbor Township	Atlantic	New Jersey	08234
Food Bank/Pantry	Presbyterian Church – Hammonton	326 Bellevue Avenue	Hammonton Town	Atlantic	New Jersey	08037
Food Bank/Pantry	Jewish Family Service of Atlantic County	607 North Jerome Avenue	Margate City	Atlantic	New Jersey	08402
Food Bank/Pantry	Main Street Pantry	6011 Main Street	Hamilton Township	Atlantic	New Jersey	08330
Food Bank/Pantry	Lean On Me Agape Ministries, Inc.	6828 Old Landis Avenue	Hamilton Township	Atlantic	New Jersey	08330
Food Bank/Pantry	Mt. Olive Missionary Baptist Church	6844 Strand Avenue	Hamilton Township	Atlantic	New Jersey	08342
Food Bank/Pantry	New Knowledge Outreach Ministry	7076 Market Street	Hamilton Township	Atlantic	New Jersey	08342
Food Bank/Pantry	Morning Star Church of Pleasantville	18 South Fire Road	Pleasantville City	Atlantic	New Jersey	08232
Food Bank/Pantry	Grace Tabernacle	224 Shadeland Avenue	Pleasantville City	Atlantic	New Jersey	08232
Food Bank/Pantry	Epiphany Lutheran Church	306 South Franklin Boulevard	Pleasantville City	Atlantic	New Jersey	08232
Food Bank/Pantry	Atlantic Human Resources	119 West Bayview Avenue	Pleasantville City	Atlantic	New Jersey	08232
Food Bank/Pantry	Seventh-Day Adventist Church – Pleasantville	102 Linden Avenue	Pleasantville City	Atlantic	New Jersey	08232
Food Bank/Pantry	American Red Cross Atlantic/Cumberland Chapter	850 North Franklin Boulevard	Pleasantville City	Atlantic	New Jersey	08232
Food Bank/Pantry	Ecumenical Emergency Food Pantry (Grace Lutheran Church)	11 East Dawes Avenue	Somers Point City	Atlantic	New Jersey	08244
Hospital	Atlantic City Center	1301 Atlantic Avenue	Atlantic City	Atlantic	New Jersey	08401
Hospital	AtlantiCare Health Services at Covenant House	929 Atlantic Avenue	Atlantic City	Atlantic	New Jersey	08401
Hospital	AtlantiCare Health Services Healthcare for the Homeless-Atlantic Ave	1401 Atlantic Ave	Atlantic City	Atlantic	New Jersey	08401
Hospital	AtlantiCare Health Services Healthcare for the Homeless-Bacharach I	2009 Bacharach Blvd.	Atlantic City	Atlantic	New Jersey	08401
Hospital	AtlantiCare Regional Medical Center City Division	1925 Pacific Avenue	Atlantic City	Atlantic	New Jersey	08401
Hospital	Women and Children's Health Pavilion	1125 Atlantic Avenue	Atlantic City	Atlantic	New Jersey	08401
Hospital	AtlantiCare Health Services	2500 English Creek Road	Egg Harbor Township	Atlantic	New Jersey	08234
Hospital	Hammonton Center	860 S. White Horse Pike	Hammonton Town	Atlantic	New Jersey	08037
Hospital	Hammonton Dental Center	310 Bellevue Avenue	Hammonton Town	Atlantic	New Jersey	08037
Hospital	Southern Jersey Family Medical Centers	1 White Horse Centre	Hammonton Town	Atlantic	New Jersey	08037
Hospital	Ancora Psychiatric Hospital	301 Spring Garden Road	Winslow Township	Atlantic	New Jersey	08037
Hospital	Pleasantville Center	932 South Main Street	Pleasantville City	Atlantic	New Jersey	08232
Hospital	Bacharach Institute for Rehabilitation	61 West Jimmie Leeds Road	Galloway Township	Atlantic	New Jersey	08240
Library	Absecon Public Library	305 New Jersey Avenue	Absecon City	Atlantic	New Jersey	08201
Library	Atlantic City Free Public Library	1 North Tennessee Avenue	Atlantic City	Atlantic	New Jersey	08401
Library	Linwood Public Library	301 Davis Avenue	Linwood City	Atlantic	New Jersey	08221
Library	Margate City Public Library	8100 Atlantic Avenue	Margate City	Atlantic	New Jersey	08402
Library	Atlantic County Library System	40 Farragut Avenue	Hamilton Township	Atlantic	New Jersey	08330
Library	Otto Bruyns Public Library	241 West Mill Road	Northfield City	Atlantic	New Jersey	08225
Major Employers	Borgata	1 Borgata Way	Atlantic City	Atlantic	New Jersey	08401
Major Employers	Hard Rock	1000 Boardwalk	Atlantic City	Atlantic	New Jersey	08401
Major Employers	Federal Aviation Administration	1201 New Road #150	Linwood	Atlantic	New Jersey	08221
Major Employers	Harrah's Marina	777 Harrah's Boulevard	Atlantic City	Atlantic	New Jersey	08401
Major Employers	Ocean Casino Resort	500 Boardwalk	Atlantic City	Atlantic	New Jersey	08401
Major Employers	Tropicana	2841 Boardwalk	Atlantic City	Atlantic	New Jersey	08401
Major Employers	Caesar's	2100 Pacific Avenue	Atlantic City	Atlantic	New Jersey	08401
Major Employers	AtlantiCare	1972 Atlantic Avenue	Atlantic City	Atlantic	New Jersey	08401
Major Employers	Bally's	1900 Boardwalk	Atlantic City	Atlantic	New Jersey	08401
Major Employers	Golden Nugget	600 Huron Avenue	Atlantic City	Atlantic	New Jersey	08401
NJ One Stop Career Center	Atlantic County One-Stop Career Center	2 South Main Street	Pleasantville City	Atlantic	New Jersey	08232
Nutrition Site	Patsy Wallace Nutrition Site	2231 Arctic Avenue	Atlantic City	Atlantic	New Jersey	08401
Nutrition Site	Atlantic County Division of Intergenerational Services	1101 Atlantic Avenue	Atlantic City	Atlantic	New Jersey	08401
Retail Center	Harbor Square	6725 Black Horse Pike	Egg Harbor Township	Atlantic	New Jersey	08234
Retail Center	Hamilton Mall	4403 Black Horse Pike	Hamilton Township	Atlantic	New Jersey	08330
Senior Center	Brigantine Beach Community Center	265 42nd Street South	Brigantine City	Atlantic	New Jersey	08203
Senior Center	Buena Senior Center	600 Central Avenue	Buena Borough	Atlantic	New Jersey	08310
Senior Center	Egg Harbor City Senior Center	351 Cincinnati Avenue	Egg Harbor City	Atlantic	New Jersey	08215
Senior Center	Egg Harbor Township Community Center	5045 English Creek Avenue	Egg Harbor Township	Atlantic	New Jersey	08234
Senior Center	Galloway Township Senior Center	621 West White Horse Pike	Galloway Township	Atlantic	New Jersey	08205
Senior Center	Hammonton Senior Center	310 Bellevue Avenue	Hammonton Town	Atlantic	New Jersey	08037
Senior Center	Dr. Leinweber Senior Center	235 Dolphin Avenue	Northfield City	Atlantic	New Jersey	08225

Atlantic County Destinations							
Destination by Category	Name	Address	Municipality	County	State	Zip Code	
Senior Center	Ventnor Senior Center	6500 Atlantic Avenue	Ventnor City	Atlantic	New Jersey	08401	
Training Facilities for Persons with Disabilities	Career Opportunity Development	901 Atlantic Avenue	Egg Harbor City	Atlantic	New Jersey	08215	
Training Facilities for Persons with Disabilities	Community Quest	6814 Tilton Road	Egg Harbor Township	Atlantic	New Jersey	08234	
Training Facilities for Persons with Disabilities	Arc of Atlantic County	6550 Delilah Road	Egg Harbor Township	Atlantic	New Jersey	08234	
Training Facilities for Persons with Disabilities	Jewish Family Service of Atlantic and Cape May Counties	607 North Jerome Avenue	Margate City	Atlantic	New Jersey	08402	
Training Facilities for Persons with Disabilities	NJ Division of Developmental Disabilities - Mays Landing	5218 Atlantic Avenue	Hamilton Township	Atlantic	New Jersey	08330	
Veteran Resources	Veterans Service Office - Atlantic/Cape May	1008 Absecon Boulevard	Atlantic City	Atlantic	New Jersey	08401	
Veteran Resources	Northfield VA Clinic	1909 New Road	Northfield City	Atlantic	New Jersey	08225	
Veteran Resources	Ventnor Vet Center	6601 Ventnor Avenue	Ventnor City	Atlantic	New Jersey	08406	
Veteran Resources	South Jersey Vet Center	2900 Fire Road	Egg Harbor Township	Atlantic	New Jersey	08234	

Cape May County Destinations						
Destination by Category	Name	Address	Municipality	County	State	Zip Code
Adult Day Center	Senior Care Adult Health Centers (Cape May)	211 South Main Street	Middle Township	Cape May	New Jersey	08210
County Government	Cape May County Courthouse	4 Moore Road	Middle Township	Cape May	New Jersey	08210
County Welfare Agency	Cape May County Board of Social Services	4005 Route 9 South	Middle Township	Cape May	New Jersey	08242
Family Success Center	Cape May Family Success Center	1046 Route 47	Middle Township	Cape May	New Jersey	08242
Food Bank/Pantry	Caring for Kids Family Center	31 East Mechanic Street	Middle Township	Cape May	New Jersey	08210
Food Bank/Pantry	Holy Redeemer Visiting Nurse Agency	1801 North Route 9	Middle Township	Cape May	New Jersey	08210
Food Bank/Pantry	Catholic Charities Cape May County	1304 Route 47	Middle Township	Cape May	New Jersey	08242
Food Bank/Pantry	Holy Spirit Lutheran Church	1220 Bayshore Road	Lower Township	Cape May	New Jersey	08251
Food Bank/Pantry	Cape Human Resources, Inc. – Whitesboro	207 West Main Street	Middle Township	Cape May	New Jersey	08252
Food Bank/Pantry	St. Ann’s Rectory	2901 Atlantic Avenue	Wildwood City	Cape May	New Jersey	08260
Library	Avalon Free Public Library	235 32nd Street	Avalon Borough	Cape May	New Jersey	08202
Library	Cape May County Library	30 Mechanic Street	Middle Township	Cape May	New Jersey	08210
Major Employers	Cape May Regional Health System	2 Stone Harbor Boulevard	Cape May Court House	Cape May	New Jersey	08210
Major Employers	Cape Regional Medical System	2 Stone Harbor Boulevard	Cape May Court House	Cape May	New Jersey	08201
Major Employers	Cold Spring Fish and Supply Company	906 Schellenger Street	Cape May	Cape May	New Jersey	08204
Major Employers	City of Ocean City	861 Asbury Avenue	Ocean City	Cape May	New Jersey	08226
NJ One Stop Career Center	Cape May County One-Stop Career Center	3810 New Jersey Avenue	Wildwood City	Cape May	New Jersey	08260
Training Facilities for Persons with Disabilities	Arc of Cape May County	822 Route 47	Dennis Township	Cape May	New Jersey	08245

Cumberland County Destinations						
Destination by Category	Name	Address	Municipality	County	State	Zip Code
Adult Day Center	Margaret Winchester Enrichment Center for the Blind & Visual	168 Sunny Slope Drive	Hopewell Township	Cumberland	New Jersey	08302
Adult Day Center	Jersey Assistance Community Caregiving Program (JACC)	800 East Commerce Street	Fairfield Township	Cumberland	New Jersey	08302
Adult Day Center	Senior Care Adult Health Centers (Bridgeton)	1137 Highway 77	Upper Deerfield Township	Cumberland	New Jersey	08302
Adult Day Center	Inspira Health Network (Fairton)	23 New England Cross Road	Fairfield Township	Cumberland	New Jersey	08320
Adult Day Center	Cumberland County Guidance Center	2038 Carmel Road	Millville City	Cumberland	New Jersey	08332
Adult Day Center	Senior Care Adult Health Centers (Vineland)	2695 South Lincoln Avenue	Vineland City	Cumberland	New Jersey	08361
Adult Day Center	Gateway Community Action Partnership	1781 South Spring Road	Vineland City	Cumberland	New Jersey	08360
Adult Day Center	Elwyn - New Jersey	1667 East Landis Avenue	Vineland City	Cumberland	New Jersey	08361
College/University	Cumberland County College	3322 College Drive	Vineland City	Cumberland	New Jersey	08360
Community Action Agency	Gateway Community Action Partnership	110 Cohansey Street	Bridgeton City	Cumberland	New Jersey	08302
County Government	Cumberland County Administrative Building	164 West Broad Street	Bridgeton City	Cumberland	New Jersey	08302
County Welfare Agency	Cumberland County Board of Social Services	275 North Delsea Drive	Vineland City	Cumberland	New Jersey	08360
Family Success Center	Great Bridgeton Family Success Center	155 Spruce Street	Bridgeton City	Cumberland	New Jersey	08302
Family Success Center	Holly City Family Success Center	21 East Main Street	Millville City	Cumberland	New Jersey	08332
Family Success Center	Forrest Lakes Family Success Center	8879 Highland Street	Commercial Township	Cumberland	New Jersey	08349
Family Success Center	Monarch Family Success Center of Vineland	1038 East Chestnut Avenue	Vineland City	Cumberland	New Jersey	08360
Food Bank/Pantry	Bridgeton Union Baptist Temple	30 Martin Luther King Jr Way	Bridgeton City	Cumberland	New Jersey	08302
Food Bank/Pantry	Crusaders for Christ	33 Reeves Road	Fairfield Township	Cumberland	New Jersey	08302
Food Bank/Pantry	St. Andrew's Episcopal Church	186 East Commerce Street	Bridgeton City	Cumberland	New Jersey	08302
Food Bank/Pantry	The Society of St. Vincent de Paul	46 Central Avenue	Bridgeton City	Cumberland	New Jersey	08302
Food Bank/Pantry	First Presbyterian Church - Fairton	119 West Commerce Street	Bridgeton City	Cumberland	New Jersey	08302
Food Bank/Pantry	South Jersey AIDS Alliance	287 Irving Avenue	Bridgeton City	Cumberland	New Jersey	08302
Food Bank/Pantry	Bridgeton Assembly Of God	424 Indian Avenue	Bridgeton City	Cumberland	New Jersey	08302
Food Bank/Pantry	West Park United Methodist Church Food Distribution	625 Shiloh Pike	Hopewell Township	Cumberland	New Jersey	08302
Food Bank/Pantry	St. Mary Magdalene Catholic Church	621 Dock Street	Millville City	Cumberland	New Jersey	08332
Food Bank/Pantry	St. James - Zephyr's	716 North Third Street	Millville City	Cumberland	New Jersey	08332
Food Bank/Pantry	Faith Tabernacle Church	1665 North Avenue	Commercial Township	Cumberland	New Jersey	08349
Food Bank/Pantry	St. Mary's Social Concerns	732 Morton Avenue	Deerfield Township	Cumberland	New Jersey	08352
Food Bank/Pantry	Rural Development Corporation, Inc.	6140 Mays Landing Road	Vineland City	Cumberland	New Jersey	08361
Food Bank/Pantry	Temple of Faith	609 Bellair Avenue	Vineland City	Cumberland	New Jersey	08360
Food Bank/Pantry	Salvation Army - Vineland Corps	733 East Chestnut Avenue	Vineland City	Cumberland	New Jersey	08360
Food Bank/Pantry	Prevention of Child Abuse and Neglect, Anger Management	800 East Chestnut Avenue	Vineland City	Cumberland	New Jersey	08360
Food Bank/Pantry	Bethel Presbyterian Hispanic Church	410 South 4th Street	Vineland City	Cumberland	New Jersey	08360
Food Bank/Pantry	Family Service and Community Center	3600 East Landis Avenue	Vineland City	Cumberland	New Jersey	08361
Food Bank/Pantry	Spirit and Truth Ministries	800 East Landis Avenue	Vineland City	Cumberland	New Jersey	08360
Food Bank/Pantry	Seventh Day Adventist Church-Vineland	312 North 8th Street	Vineland City	Cumberland	New Jersey	08360
Food Bank/Pantry	Ukrainian Evangelical Baptist Church	1462 North Brewster Road	Vineland City	Cumberland	New Jersey	08361
Food Bank/Pantry	Deacon's Food Pantry	29041 East Laser Drive	Vineland City	Cumberland	New Jersey	08360
Hospital	Bridgeton RiteCare	1000 Pearl Street	Upper Deerfield Township	Cumberland	New Jersey	08302
Hospital	CompleteCare Adult & Women's Medical Professionals	70 Cohansey St	Bridgeton City	Cumberland	New Jersey	08302
Hospital	CompleteCare Bridgeton - Medical and Dental Health Professionals	105 Manheim Avenue	Bridgeton City	Cumberland	New Jersey	08302
Hospital	CompleteCare Health Network	53 South Laurel St	Bridgeton City	Cumberland	New Jersey	08302
Hospital	Kids' Corner - Bridgeton Middle School	251 W. Broad Street	Bridgeton City	Cumberland	New Jersey	08302
Hospital	Teen Center - Bridgeton High School	111 N. West Avenue	Bridgeton City	Cumberland	New Jersey	08302
Hospital	Millville Community Health Center	1200 N. High Street	Millville City	Cumberland	New Jersey	08332
Hospital	Colt Connection - Cumberland Regional High School	90 Silver Lake Road	Upper Deerfield Township	Cumberland	New Jersey	08302
Hospital	CompleteCare Vineland RiteCare	215 Stry 47	Vineland City	Cumberland	New Jersey	08360
Hospital	HealthSouth Rehabilitation Hospital of Vineland	1237 W Sherman Ave	Vineland City	Cumberland	New Jersey	08360
Hospital	Rehabilitation Hospital of South Jersey	1237 West Sherman Avenue	Vineland City	Cumberland	New Jersey	08360
Hospital	Vineland Medical and Dental Center	319 Landis Avenue	Vineland City	Cumberland	New Jersey	08360
Hospital	Vineland Women's Health Center	484 S. Brewster Rd	Vineland City	Cumberland	New Jersey	08360
Library	Cumberland County Library	800 East Commerce Street	Fairfield Township	Cumberland	New Jersey	08302
Library	Bridgeton Free Public Library	150 East Commerce Street	Bridgeton City	Cumberland	New Jersey	08302
Library	Millville Public Library	210 Buck Street	Millville City	Cumberland	New Jersey	08332
Library	Vineland Public Library	1058 East Landis Avenue	Vineland City	Cumberland	New Jersey	08360
Major Employers	Inspira Health Network	1505 West Sherman Avenue	Vineland	Cumberland	New Jersey	08360
Major Employers	Durand Glass Manufacturing Co./ARC International	901 South Wade Boulevard	Millville	Cumberland	New Jersey	08332
Major Employers	ShopRite	2130 North 2nd Street	Millville	Cumberland	New Jersey	08332
Major Employers	Wal-Mart	1070 West Landis Avenue	Vineland	Cumberland	New Jersey	08360
Major Employers	F & S Produce/Pipco Transportation	913 Bridgeton Avenue	Bridgeton	Cumberland	New Jersey	08352
Major Employers	Argo Merchants Group	2321 Industrial Way	Vineland	Cumberland	New Jersey	08360
Major Employers	Sheppard Bus Service	35 Rockville Road	Bridgeton	Cumberland	New Jersey	08302
Major Employers	Elwyn New Jersey	1667 East Landis Avenue	Vineland	Cumberland	New Jersey	08361
Major Employers	Wawa	Various	Various	Cumberland	New Jersey	Various
Major Employers	Omni Baking	2621 Freedy Lane #B	Vineland	Cumberland	New Jersey	08360
Major Employers	Seabrook Brothers & Sons, Inc.	85 Finley Road	Bridgeton	Cumberland	New Jersey	08302
NJ One Stop Career Center	Cumberland County One-Stop Career Center	40 East Broad Street	Bridgeton City	Cumberland	New Jersey	08302
Nutrition Site	Good Shepherd Dining Room	46 Central Avenue	Bridgeton City	Cumberland	New Jersey	08302
Nutrition Site	Bethel Development Corporation	113 South 5th Street	Millville City	Cumberland	New Jersey	08332
Nutrition Site	Soup Kitchen - First Presbyterian Church	800 East Landis Avenue	Vineland City	Cumberland	New Jersey	08360
Nutrition Site	Soup Kitchen - First United Methodist Church	700 East Landis Avenue	Vineland City	Cumberland	New Jersey	08360
Nutrition Site	Soup Kitchen - Trinity Episcopal Church	800 Wood Street	Vineland City	Cumberland	New Jersey	08360
Nutrition Site	Soup Kitchen - Mount Pisgah Methodist Church	315 Plum Street	Vineland City	Cumberland	New Jersey	08360
Retail Center	Cumberland Mall	3849 South Delsea Drive	Vineland City	Cumberland	New Jersey	08360
Senior Center	Holly City Regional Senior Center	1500 South 2nd Street	Millville	Cumberland	New Jersey	08332
Senior Center	Downe Township Senior Center	Municipal Building, Route 553 & Sharp Lane	Newport	Cumberland	New Jersey	08345
Senior Center	West Cumberland Senior Center	10 Cassidy Court	Bridgeton	Cumberland	New Jersey	08302
Senior Center	Fairfield Township Senior Center	70 Fairton-Gouldtown Road	Fairton	Cumberland	New Jersey	08320
Senior Luncheon Program Site	Fiorilli Senior Center	6th & Elmer Streets	Vineland	Cumberland	New Jersey	08360
Senior Luncheon Program Site	Upper Deerfield Township Senior Center	1323 Highway #77	Seabrook	Cumberland	New Jersey	08302
Senior Luncheon Program Site	Charlotte Bargo Senior Center	736 Landis Avenue	Rosenhayn	Cumberland	New Jersey	08352
Senior Luncheon Program Site	Maurice River Township Senior Center	590 Main Street	Leesburg	Cumberland	New Jersey	08327
Senior Luncheon Program Site	Lawrence Township Senior Center	14 Mulford Avenue	Cedarville	Cumberland	New Jersey	08311
Senior Luncheon Program Site	Commercial Township Senior Center	Haleyville-Mauricetown Road	Port Norris	Cumberland	New Jersey	08349
Senior Luncheon Program Site	Bridgeton Senior Center	Burt Street & Babe Ruth Street	Bridgeton	Cumberland	New Jersey	08302
Senior Luncheon Program Site	Nanticoke Lenni-Lenape Tribal Center	75 Westcott Station Road	Fairton	Cumberland	New Jersey	08320
Senior Luncheon Program Site	Millville Senior Nutrition	High-Rise East, 130 South 2nd Street	Millville	Cumberland	New Jersey	08332
Senior Luncheon Program Site	Vineland Senior Nutrition	Tarklin Acres, 191 West Chestnut Avenue	Vineland	Cumberland	New Jersey	08360
Social Service Organization	Cumberland County Office on Aging and Disabled	800 East Commerce Street	Fairfield Township	Cumberland	New Jersey	08302
Training Facilities for Persons with Disabilities	Cumberland County Guidance Center	2038 Carmel Road	Millville City	Cumberland	New Jersey	08332
Veteran Resources	Vineland VA Clinic	1051 West Sherman Avenue	Vineland City	Cumberland	New Jersey	08360
Veteran Resources	Memorial Home at Vineland	524 North West Boulevard	Vineland City	Cumberland	New Jersey	08360

Salem County Destinations						
Destination by Category	Name	Address	Municipality	County	State	Zip Code
Adult Day Center	Senior Care Adult Health Centers (Carneys Point)	435 Harding Highway	Carneys Point Township	Salem	New Jersey	08069
Adult Day Center	Arc of Salem County	150 Salem Woodstown Road	Mannington Township	Salem	New Jersey	08079
Adult Day Center	HollyDell (Twenty-One Plus (T.O.P.) Program - Salem County)	328 North Broadway	Pennsville Township	Salem	New Jersey	08070
Adult Day Center	Inspira Health Network (Salem)	223 East Broadway	Salem City	Salem	New Jersey	08079
Adult Day Center	Salem County Office on Aging	98 Market Street	Salem City	Salem	New Jersey	08079
College/University	Salem Community College	460 Hollywood Ave	Carneys Point Township	Salem	New Jersey	08069
County Government	Salem County Courthouse	92 Market Street	Salem City	Salem	New Jersey	08079
County Welfare Agency	Salem County Board of Social Services	147 South Virginia Avenue	Penns Grove Borough	Salem	New Jersey	08079
Family Success Center	Riverview Family Success Center	157 West Main Street	Penns Grove Borough	Salem	New Jersey	08069
Family Success Center	Birdseye Family Success Center	364 South Broadway Street	Pennsville Township	Salem	New Jersey	08069
Family Success Center	Salem Family Success Center	14 New Market Street	Salem City	Salem	New Jersey	08079
Food Bank/Pantry	Emmanuel Church	174 South Broad Street	Penns Grove Borough	Salem	New Jersey	08079
Food Bank/Pantry	Puerto Rican Action Committee (PRAC)	114 East Main Street	Penns Grove Borough	Salem	New Jersey	08079
Food Bank/Pantry	Oasis Soup Kitchen	424 East Broadway	Salem City	Salem	New Jersey	08079
Food Bank/Pantry	Harvest Time Worship Center	200 Temple Avenue	Salem City	Salem	New Jersey	08079
Food Bank/Pantry	United Way of Salem County	118 Walnut Street	Salem City	Salem	New Jersey	08079
Food Bank/Pantry	Mt. Calvary Seventh-Day Adventist Church	5 Union Street	Salem City	Salem	New Jersey	08079
Food Bank/Pantry	Gateway Community Action Partnership	14 New Market Street	Salem City	Salem	New Jersey	08079
Food Bank/Pantry	Salvation Army – Salem	115 West Broadway	Salem City	Salem	New Jersey	08318
Food Bank/Pantry	First Presbyterian Church of Salem	88 Market Street	Salem City	Salem	New Jersey	08070
Hospital	Salem Center	238 East Broadway	Salem City	Salem	New Jersey	08079
Library	Elmer Public Library	120 South Main Street	Elmer Borough	Salem	New Jersey	08098
Library	Pennsville Public Library	190 South Broadway	Pennsville Township	Salem	New Jersey	08069
Library	Salem Free Public Library	112 West Broadway	Salem City	Salem	New Jersey	08079
Library	Woodstown-Pilesgrove Library	14 School Lane	Woodstown Borough	Salem	New Jersey	08079
Major Employers	PSE&G	Hope Creek Road	Alloways Creek	Salem	New Jersey	08038
Major Employers	The Chemours Chambersworks	Deep Water Slapes Corner Road	Penns Grove	Salem	New Jersey	08069
Major Employers	Mannington Mills	75 Mannington Mills Road	Mannington Township	Salem	New Jersey	08079
Major Employers	Memorial Hospital of Salem County	310 Salem Woodstown Road	Salem	Salem	New Jersey	08079
Major Employers	R.E. Pierson Construction	426 Swedesboro Road	Pilegrove	Salem	New Jersey	08098
Major Employers	McLane NJ	742 Courses Landing Road	Penns Grove	Salem	New Jersey	08069
Major Employers	Five Below Shipping Center	5 Gateway Boulevard	Pedricktown	Salem	New Jersey	08067
Major Employers	Inspira Medical Center Elmer	501 Front Street	Elmer	Salem	New Jersey	08318
Major Employers	Walmart	709 South Broadway	Pennsville	Salem	New Jersey	08070
Major Employers	JE Berkowitz	1 Gateway Boulevard	Pedricktown	Salem	New Jersey	08067
NJ One Stop Career Center	Salem County Board of Social Services - Penns Grove	147 South Virginia Avenue	Penns Grove Borough	Salem	New Jersey	08079
NJ One Stop Career Center	Salem County One-Stop Career Center	174 East Broadway	Salem City	Salem	New Jersey	08069
Nutrition Site	Salem County Office on Aging	98 Market Street	Salem City	Salem	New Jersey	08070
Training Facilities for Persons with Disabilities	Arc of Salem County	150 Salem Woodstown Road	Mannington Township	Salem	New Jersey	08079

Appendix E: NJ TRANSIT Bus Routes

The table below is a list of NJ TRANSIT routes that service the SJTPO region.

Intercity Bus Service Routes

Route Number	Routes
468*	Penns Grove – Woodstown
501	Atlantic City – Brigantine Beach
502	Atlantic City – Hamilton Mall – Atlantic Cape Community College
504	Bungalow Park – Chelsea Heights - Ventnor Plaza
505	Atlantic City – Margate – Longport
507	Atlantic City – Ocean City
508	Atlantic City – Richard Stockton College -Hamilton Mall
509	Atlantic City – Somers Point
510	Cape May – Wildwood Shuttle (summer only)
552	Atlantic City – Cape May
553	Atlantic City – Upper Deerfield
554	Atlantic City – Lindenwold PATCO
559	Atlantic City – Lakewood

Source: NJ TRANSIT. Note: *Operated by Salem County Transit under contract with NJ TRANSIT.

Interstate Bus Service

In addition to operating commuter rail service on the Atlantic City Line, NJ TRANSIT provides a number of interstate commuter bus services in the region, linking the SJTPO region to cities, such as Philadelphia and New York City. The table below lists interstate bus services operating in the SJTPO region.

NJ TRANSIT Interstate Bus Routes

Route Number	Routes
313	Philadelphia – Wildwood – Cape May via Route 47
315	Philadelphia – Wildwood – Cape May via Black Horse Pike
316	Philadelphia – Wildwood – Cape May Express (summer only)
319	New York – Atlantic City – Wildwood – Cape May
401	Philadelphia – Salem
402, 410, 412	Philadelphia – Woodbury
408	Philadelphia – Millville
410	Philadelphia – Bridgeton
551	Philadelphia – Atlantic City

Source: NJ TRANSIT.

Appendix F: Public Comments

TAC Virtual Workshop (Monday, February 8, 2021)

Can you talk more about the recommendations from the Plan? Is a proposed bus route an NJ TRANSIT (NJT) bus route? What does new or renewed service mean?

The recommendations of the Plan are general, with many carried over from the 2015 Plan because they were unable to be implemented due to a lack of funding. Further, most of the recommendations came directly from the county transit providers, primarily via public meetings with the County Steering Committees. The Plan does not specifically mention the provider(s) anticipated to implement the recommendations. However, providers can include NJ TRANSIT, a county provider, or a non-profit agency. It is important to note that many of the services mentioned in the Plan are geared towards county transit services since these services are typically shorter distances and operate like shuttle services.

A new service references a service that has not been previously made available. An improved service is a service that has been expanded to include more stops or runs for a longer period of time throughout the day. A renewed service entails a service that was previously available, but was discontinued for a period of time, likely due to a lack of funding. The Salem County NJ-49/US 130 Shuttle, connecting Salem City with major employment locations within and just north of Salem County, is an example of a renewed service.

Looking at the Recommendations Map, which is recommending service from northern Cape May to Atlantic City and Woodbine to Atlantic City, there used to be a [bus] service going from Ocean City to Atlantic City. The service was discontinued due to a bridge issue. The bridge was replaced approximately 15 years ago, but NJ TRANSIT never reestablished the service. There might be potential to tie Woodbine to Atlantic City through Sea Isle City to meet both of those recommendations.

This comment is referring to an old bus line that went through Ocean City across the Ocean City-Longport bridge into Longport and ultimately, Atlantic City.

If a bus line from Woodbine was extended, it could tie into a bus route that existed at one time that went from Ocean City to Atlantic City to meet the demand for employees to travel between Atlantic City/Absecon Island and Ocean City. Doing so could meet two recommendations in the Access for All Transit Plan:

- A proposed new bus route from Woodbine to Atlantic City (recommendation 3 in Plan) and
- A new or expanded bus route from Northern Cape May to Atlantic City (recommendation 4 in Plan).

This suggestion was added to both of the recommendations in Chapter 6: Plan Recommendations.

What happens when the public comment period for the Plan is complete? What do you envision as the end-product?

All public comments will be incorporated into the Draft Plan, which will then go to the Technical Advisory Committee (TAC) and Policy Board for approval and adoption. Afterwards, SJTPO staff will work with planning partners, such as New Jersey TRANSIT, the four counties, and the shuttle providers, to help implement the recommendations. As noted in the recently adopted RTP 2050, one of the critical issues discussed was the lack of transit as well as a lack of transit access. One of the action items for this critical issue was SJTPO engaging with NJ TRANSIT, the four counties, and county transit providers to help implement additional services. RTP 2050 identified the critical issues and SJTPO staff will make an effort to get these services implemented, funding constraints play an important role.

The Plan should be revised to include an indication as to what will be the next steps. It is assumed that a list of recommendations/wants will be generated. Additional work, such as a ridership analysis, may need to be done to determine if the recommendations/wants are credible or significant enough to be implemented. It is also important to think about the order in which the recommendation/wants are to be implemented if they are deemed credible or significant.

The discussion that came about from this comment was beneficial and allowed SJTPO staff to revise the Plan to include a Next Steps section in Chapter 8. The presentation for the virtual public meetings was also revised to include information regarding Next Steps. Additionally, language was added to Task 22/113 Transit/Human Services Planning of the Draft FY 2022 Unified Planning Work Program (UPWP) to further detail anticipated Next Steps.

NJ TRANSIT is the transit expert in the region. Guidance from NJ TRANSIT is necessary to determine which investments are sensible, either of its own infrastructure (i.e., a bus route needing improved services) or some other type of program.

A representative of NJ TRANSIT was present during the virtual Workshop and provided a response to the comment. The response included the suggestion of collaborating with NJ TRANSIT's forecasting group to help local entities forecast and analyze potential transit services.

Does the presentation for the virtual public meetings include any of the gains made since the adoption of the 2015 Plan? One of the great things about this Plan is that it brings counties together to discuss the needs and how to meet those needs.

Initially, the presentation for the virtual public meetings, as noted during the Workshop, did not include a summary of the gains made since the 2015 Plan was adopted. The presentation was revised to mention the gains, which include the implementation of the Rt. 54/40 Shuttle, access to the Atlantic Cape Community College from the Hamilton Mall in Atlantic County, Implementation of a One-Call Transportation Services Center in Northfield in Atlantic County, service from Vineland in Cumberland County to Cape May in Cape May County, and service connecting residents from Millville to Vineland in Cumberland County.

If not already included in the Plan, it may be useful to make a quick mention of the other “usual suspect” activities,” such as Transit-oriented Development (TOD), Transit Village Program, Complete Streets, etc.

These types of services were added to the Plan in Chapter 6: Plan Recommendations.

In the presentation for the virtual public meetings, it may help to provide the public with a general overview of the types of transportation services provided by human services transportation (i.e., fixed route public transit, demand-responsive shuttles, etc.).

The presentation for the virtual public meetings was revised to include a slide detailing the broad concepts related to human services transportation. The slide was referenced as “Types of Services.”

In the presentation, the polling question which listed the recommendations did not include the Laurel Lake and Commercial Township recommendation. Also, why doesn’t the recommendation go from Commercial Township to Millville? Eventually, if there is a new service from Commercial Township to Laurel Lake and Millville, could it start along the Bayshore communities to provide residents access to the area? I hear a lot about transportation needs in these less dense areas, but I am not certain if there is a method to gather data to demonstrate the need.

Ridership data is not enough in terms of human services transportation planning. The service would also need to be subsidized.

For the “Unmet Needs” map included in the Plan, if staff was to overlay the map with an existing transit layer, it would show the darker density areas (denoting the highest transit need) are where most of the existing services already exist. Thus, it would be hard to identify if the need is being met. Even if there is existing service, it does not mean there is enough service, or the right service. There is still a need in the less dense areas, even if there is not enough demand to justify a fixed route service.

The poll question listing the recommendations only included the Short/Near-Term Recommendations, which are aimed to be implemented in the next one to three years. The Laurel Lake and Commercial Township recommendation is listed in the Plan as a Long-Term Recommendation. Long-Term Recommendations may take three to five years to implement. After careful consideration and additional changes to the presentation, the polling question was removed.

The new service recommendation for Laurel Lake and Commercial Township (Recommendation 7 in the Plan) was rewritten to include “other communities along the Delaware Bayshore” in addition to Port Norris and also includes a “possible extension up to Millville.”

In the Plan, there is a line, “Rail lines to mid-Jersey and Philadelphia.” Everything I am hearing about has to do with buses. Was there going to be anything on rail, or is the focus on bus? NJ TRANSIT is about to embark on a ridership and service analysis, and potentially looking at a new station on the AC Rail Line.

Rail is not a large focus of the Plan. The focus is mainly on shuttles and bus routes since these methods are common amongst human services transportation.

Should service from Ocean City to Atlantic City be added to the Plan?

On page 46 of the Plan, a “Proposed New Bus route from Woodbine to Atlantic City” and “New or Expanded Bus Route” from Northern Cape May to Atlantic City are listed as recommendations. Tying Woodbine to Atlantic City through Sea Isle City, as existed prior to the formation of the SJTPO in 1993, was added as a possible new service to meet these recommendations.

[Virtual Public Meetings Comments – Thursday, February 11, 2021 \(10:00 AM\) and Wednesday, February 17, 2021 \(6:00 PM\)](#)

Will we ever get express bus service from Vineland to Philadelphia?

Right now, although not an express bus, NJ TRANSIT’s #408 bus goes from Millville to Philadelphia and makes a stop in Vineland. As far as express service, there are numerous factors that go into implementing a service of this type, including the overall demand for such a service, feasibility, cost-effectiveness, etc. SJTPO can bring this concern to NJ TRANSIT and further investigate the feasibility for implementing this type of service.

Are the vehicles for these services wheelchair-accessible?

Most of the providers mentioned in the Plan, including NJ TRANSIT, have vehicles that are wheelchair accessible. To better address your question, it would be better if you could provide SJTPO with a specific trip or destination you would like to go to, as the exact vehicle specifications as well as service will vary by provider.

Will all the recommendations listed in the Plan eventually go forward?

Unfortunately, SJTPO cannot guarantee that all of the recommendations will be funded and implemented. As with most of these funding programs, the needs far exceed the amount of funds available, and many of the funding programs referenced in this Plan are competitive, meaning they require an extensive application which is reviewed against multiple other applications. However, as noted during the presentation, for certain programs, such as Section 5310, inclusion in the Plan is a prerequisite to getting funding. Meanwhile for other programs, if a specific application addresses a need cited in the Plan, it is likely to receive a “higher score” than if it is not in the Plan.

I was pleased by tonight's meeting. Everyone spoke clearly. I had no trouble understanding the speakers. I noticed that nothing was said about Bridgeton.

Thank you for the positive feedback. Though no mention was made of Bridgeton during the virtual public meeting, there are numerous references to Bridgeton throughout the Plan. Bridgeton is well-represented in the “Location of Major Human Services Destinations: Cumberland County” map (Chapter 3, Figure 4) and within the detailed listing located in Appendix D: Human Services Destinations.

Federal Transit Administration (FTA) Region 2 Comments

State and Federal funding continuing – In addition to the CARES Act, include the recently passed Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSSA) - page 8. Additional information on CRRSSA can be found at <https://www.transit.dot.gov/funding/grants/coronavirus-response-and-relief-supplemental-appropriations-act-2021>.

Thank you for making SJTPO aware of this additional funding source. It has been added to the funding sources listed in Chapter 1.

Additional information on the CARES Act can be found at <https://www.transit.dot.gov/cares-act>

Thank you for making SJTPO aware of this source. The link has been added to the CARES Act description in Chapter 1.

SJTPO shall consult with NJ TRANSIT on all NJ TRANSIT related recommendations in the Plan.

SJTPO has and will continue to consult with NJ TRANSIT on all NJ TRANSIT-related recommendations in the Plan.

The plurality of the recommendations and implementation priority in the Access for All Transit Plan are additional/new services. Priority for the near term should also include recommendations that focus on cost reduction and improving the efficiency of existing services.

The recommendations cited in Table 8 of the Plan are based on specific input from each of the County Steering Committees. SJTPO has added, “Analyze existing services and look for ways to improve efficiency and reduce costs,” as a systemwide strategy. This strategy was also added as a short/near-term priority to Table 8.