

Appendix E. Summary of Significant Public Comments and Responses

Public Comment Period: Wednesday, July 7, 2021 – Sunday, August 15, 2021
Virtual Public Meetings: Thursday, July 15, 2021 • 6:00 PM to 7:00 PM
Tuesday, July 20, 2021 • 2:00 PM to 3:00 PM

The comment period for the Draft FFY 2022-2031 TIP and Transportation Conformity documents was open from Wednesday, July 7, 2021, until Sunday, August 15, 2021. During this period, members of the public were able to submit comments for the Draft Statewide TIP, also known as the STIP. The STIP includes the transportation projects from the SJTPO region as well as projects from the two additional New Jersey MPOs – the Delaware Valley Regional Planning Commission (DVRPC) and North Jersey Transportation Planning Authority (NJTPA). The STIP was made available on the TIP webpage (www.sjtpo.org/TIP).

In addition to the opportunity to comment during one or both of the virtual public meetings, comments on any of the above mentioned documents were welcomed via fax (856-794-2549), direct message on Facebook (www.facebook.com/SJTPO) or Twitter (www.twitter.com/SJTPO), email (TIP@sjtpo.org), online comment form located toward the bottom of the TIP webpage (www.sjtpo.org/TIP), or mail (Draft FFY 2022-2031 TIP Comments, C/O Jason Simmons, 782 South Brewster Road, Unit B6, Vineland, NJ 08361).

[Update: 07/30/2021]: A substantive change was made to the Draft FFY 2022-2031 TIP. SJTPO was informed that Cape May County elected to pass on the COVID funds for the Resurfacing Improvements of Landis Avenue from 69th to Townsends Inlet Bridge, DBNUM S2202. The funds were removed from this project, as noted on page 67 of the Draft FFY 2022-2031 TIP. The funds were transferred to the Tilton Road (CR 563) – Section 7 project, DBNUM S2201. This change was noted on page 78 of the Draft FFY 2022-2031 TIP. As this substantive change was made, SJTPO has elected to extend the public comment period through Sunday, August 15, 2021.

[Update: 08/04/2021]: Several substantive changes were made to the Draft FFY 2022-2031 TIP. Due to an error, there were projects omitted from the initial draft document. This omission has been corrected and the “list of projects” have been updated to include DBNUM S2104, S2106, S2107, S2108 and S2109. These changes were noted on the summary pages of Section II and page 57, page 74, and page 80 of the Draft FFY 2022-2031 TIP. Changes have the following notations: *Project deleted, **Project added, ***Additional Funding Allocated. As these substantive changes were made with more than ten (10) days remaining in the public comment period, an extension is not required, consistent with guidelines in the [Public Involvement Plan \(PIP\)](#).



1. **COMMENT:** Do all projects improve air quality?

RESPONSE: SJTPO: *Some, but not all projects improve air quality. Projects that improve traffic flow, such as synchronized traffic signals or a roundabout, will likely improve air quality because they improve the flow of traffic and reduce the amount of time vehicles spend idling. When vehicles are idling, they tend to emit more emissions. On the other hand, a roadway resurfacing project is likely to have a minimal impact on air quality, while a roadway widening project, may have a negative impact on air quality because of induced traffic.*

2. **COMMENT:** Why does Cumberland County only have one project on the Local Lead chart, while the other subregions have multiple projects?

RESPONSE: SJTPO: *Cumberland County chose to group their projects together under the one heading "Cumberland County Federal Road Program," which is listed on the chart. This "one" project then has three/four roadway sections that are being authorized and updated just like any of the other individually listed projects.*

3. **COMMENT:** In the TIP funding slide of the public meeting presentation, the table indicated funding for SJTPO as \$17 million in the first four years, but you said the SJTPO allocation is \$11.9 million per year. What is the cause of the difference?

RESPONSE: SJTPO: *Officially, the SJTPO region's federal urbanized resources are just over \$4 million per year, getting to \$17 million over four years. On the table in question, you can see the New Jersey Department of Transportation (NJDOT) Surface Transportation Block Grant Program (STBGP) funding in the SJTPO region. NJDOT provides additional obligation authority from its limited resources to the region. This additional funding is what is allocated to the under 5k and the between 5k and 200k population federal apportionments.*

4. **COMMENT:** Due to the relatively small proportion of federal funding for the Landis Avenue project, Cape May County will elect to pass on the COVID funds. Federalizing the project will require a design modification by Greenman-Pedersen, Inc. (GPI) for the design engineering that did not account for federal compliance as well as the need for the County to seek the Construction Engineering services from a consultant rather than being able to utilize in house inspection staff. The cost of these two expenses alone will likely exceed \$400,000.00, offsetting any financial gain provided by the grant.

RESPONSE: SJTPO: *SJTPO removed the Landis Avenue Resurfacing, 69th to Townsends Inlet Bridge, project from the TIP. The change is reflected in the Final Draft FFY 2022-2031 TIP made available prior to the September Technical Advisory Committee (TAC) and Policy Board public meetings. The change will also be carried through to the Final Approved FFY 2022-2031 TIP.*

5. **COMMENT:** Instead of reprogramming funds from the Landis Avenue project to Atlantic County, funding should remain for road improvements in Cape May County. I suggest reconstructing dangerous curves along State Highway 47 and 347. Another unsafe location is the southbound exit from the Garden State Parkway near the State Police Barracks for turns



onto Avalon Boulevard. Sight distance is very difficult at this location when attempting to turn left right onto Avalon Boulevard. The Parkway overpass abutment and electric poles on Avalon Boulevard make the sight distance even worse. The speed limit along Avalon Boulevard at this location may be too high. Adjacent land and a nearby local street might be part of a reconfiguration of this southbound exit. A reconfiguration might allow a left turn lane and a right turn lane with much improved sight distance and safety.

RESPONSE: Cape May County: Cape May County intends to advance the improvements to Landis Avenue using other funds. The County anticipated using the COVID funds for construction inspection, but ultimately decided to fund this phase with monies other than federal funds. Regarding Avalon Blvd, Engineering staff plotted the site triangle for various speeds heading west and found that the existing north bound bridge abutment is within the site triangle for a south existing vehicle for design speeds above 45 mph. Cape May County will pass a resolution to reduce the west bound speed to 40 mph.