

# Public Engagement Guide

## To Transportation Planning in South Jersey



South Jersey  
Transportation  
Planning Organization

# Many Voices, One Region

Every day, transportation-related decisions are made in the South Jersey area. These decisions, regardless of their magnitude, influence how you live and work in the region. Have you ever considered how these regional planning choices are determined, and how you can be part of the process?



# SJTPO Region By The Numbers...

## The SJTPO Region

- 4 counties: Atlantic, Cape May, Cumberland, and Salem
- 68 municipalities
- 1,038,540.8 acres of land<sup>1</sup>
- 453,396 acres (43.7%) of preserved land<sup>1</sup>
- 460,454.4 acres of water<sup>1</sup>

## The People

- 582,654 year-round population<sup>2</sup>
- 359 people per square mile<sup>2</sup>
- 1,663,211 summer-time population<sup>3</sup>
- 329,500 jobs<sup>4</sup>

## The Transportation Network

- 5,240 miles of roadways<sup>5</sup>
  - 3,235 miles of municipal roadways<sup>5</sup>
  - 1,465 miles of county roadways<sup>5</sup>
  - 394 miles of state roadways<sup>5</sup>
  - 146 miles of other roadways<sup>5</sup>
- 63 miles of off-road trails<sup>6</sup>
- 16,075,432 daily vehicle miles driven (DMVT)<sup>5</sup>
- 26 percent of residents live within 1/4 mile of transit<sup>7</sup>
- 65 million tons (over \$130 billion) of freight travels regional roads each year<sup>7</sup>
- 1,207,273 total passenger traffic at Atlantic City International Airport<sup>8</sup>

Sources: 1: SJTPO Regional Profile; 2: 2016 American Community Survey; 3: SJTPO RTP 2040 Demographic Forecast; 4: 2015 Bureau of Labor Statistics; 5: 2016 NJDOT; 6: SJTPO Transportation Matters; 7: SJTPO 2040 RTP Performance Report; 8: 2016 PANYNJ Airport Traffic Report

Photos: Top-left to bottom-right: Atlantic City Boardwalk, Ocean City Beach, Wildlife area in Fortescue, Cowtown in Pilesgrove Township, Gaskill Park in Mays Landing, Flowers in Cape May



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



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*“Never believe that a few caring people can’t change the world. For indeed that’s all who ever have.”*

- Margaret Mead, American cultural anthropologist



The purpose of this Public Engagement Guide is to provide an overview of how transportation planning in South Jersey occurs and to detail ways in which you can participate in this process. Early and continuous participation enables you to have a say in how transportation dollars are spent in the SJTPO region, and thus your county, your municipality, and your neighborhood. When people recognize their value, and take initiative in the planning process, the existing transportation system evolves to better serve the needs of the community.

# Who Is SJTPO?

The South Jersey Transportation Planning Organization (SJTPO), formed in July of 1993 and located in the City of Vineland, is the Metropolitan Planning Organization (MPO) for Atlantic, Cape May, Cumberland, and Salem Counties in southern New Jersey. MPOs are federally required in urban areas with a population of more than 50,000 to allow local governments access to federal transportation dollars. As one of the three MPOs in New Jersey, SJTPO manages federal funding for the region and maintains a continuing, cooperative, and comprehensive regional

transportation planning process. SJTPO also serves as a technical resource to local jurisdictions' decision-making processes, assists in the planning activities of participating agencies, and develops long-range plans to guide transportation investment decisions. Furthermore, SJTPO takes the lead on matters regarding the environment and air quality, freight, traffic safety, bicycle and pedestrian safety, among other key transportation-related issues.

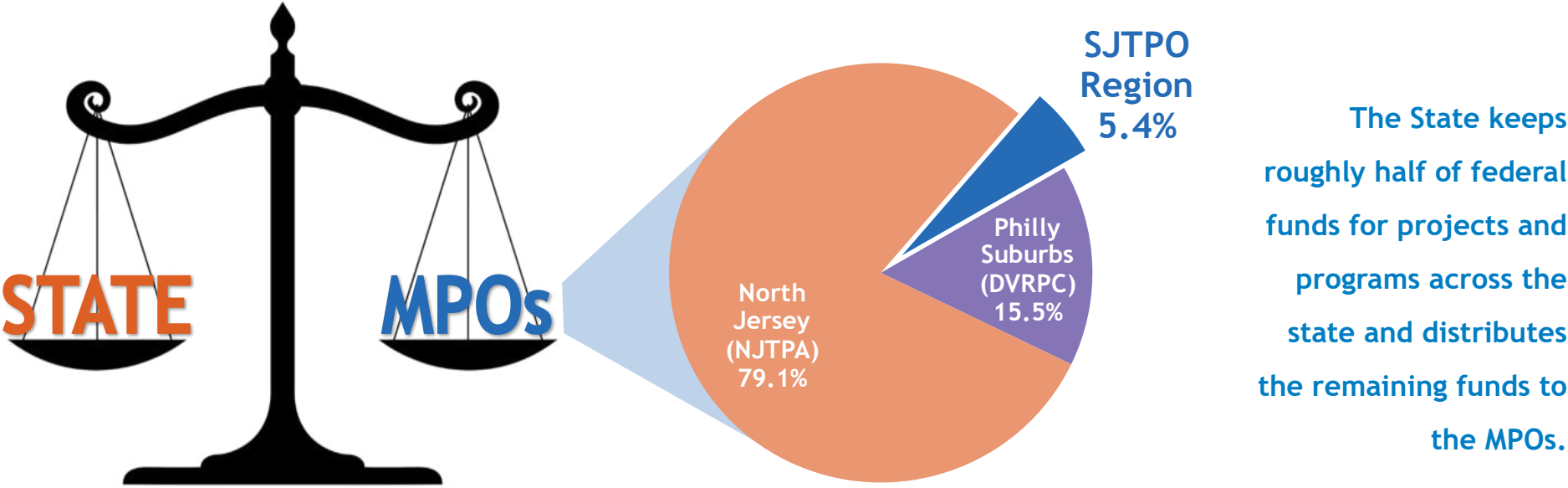


Photo: Landis Avenue, Vineland

# How We Are Funded & Why It Matters

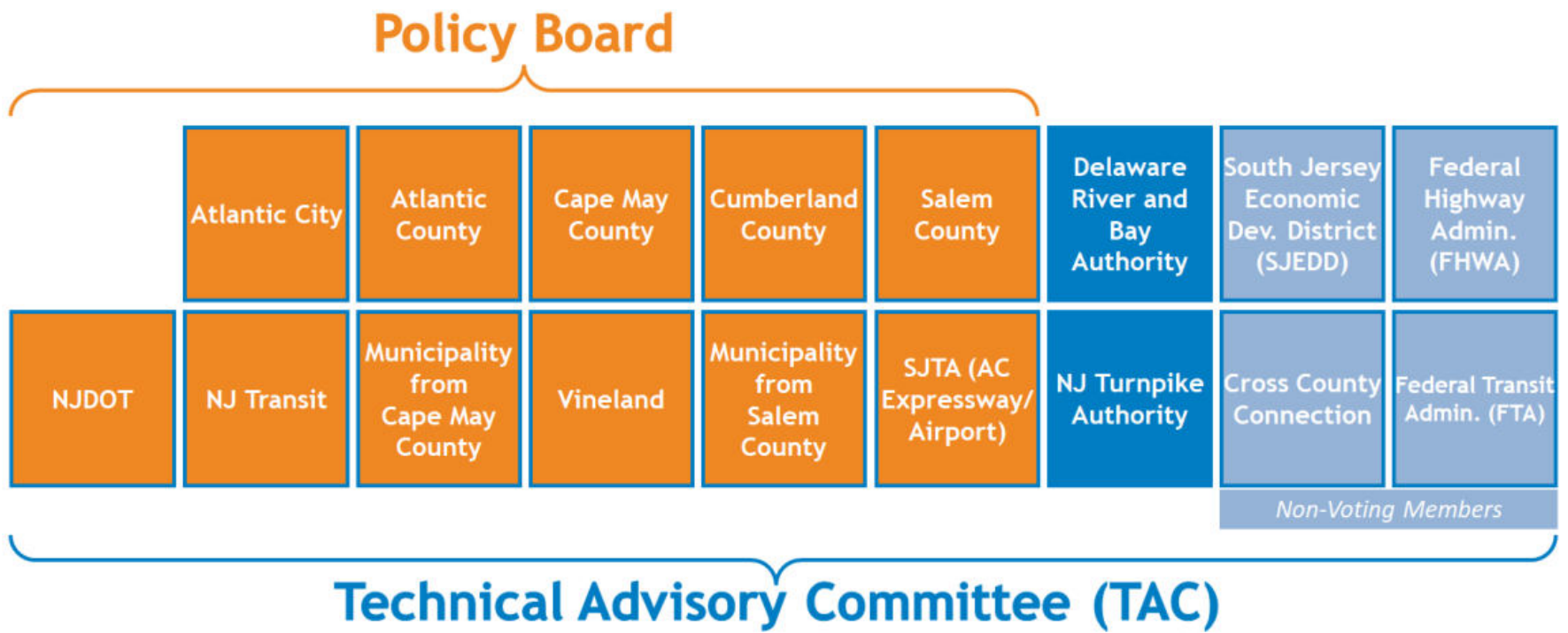
The ability to travel with ease to any destination plays a major factor in your daily routine. Regardless of the mode you choose, the transportation system is designed to provide you with a safe and convenient travel experience. Thus, whether you realize it or not, you are involved in the transportation planning process.

Since financial support to sustain and advance South Jersey's transportation system comes, in large part, from federal transportation dollars, which you contribute to through federal fuel taxes, your involvement in the planning process is necessary to ensure your needs and concerns are addressed. Ultimately, as a result of the 1991 federal Intermodal Surface Transportation Efficiency Act (ISTEA), all proposed transportation related projects in the region that use federal funding are required to be evaluated and approved by SJTPO.



# How We Are Governed

The **Policy Board** is the governing body of SJTPO, and makes the final, binding decisions regarding SJTPO’s transportation planning and funding issues. The **Technical Advisory Committee (TAC)** has three objectives, which are to address existing issues and/or topics, introduce new issues when necessary, and vote to make recommendations to the Policy Board. The third and final committee, the **Community Outreach and Engagement Committee (COEC)** represents the diverse public within the SJTPO region. The focus of the COEC is to acknowledge the significance of public involvement to SJTPO. COEC members recognize their unique backgrounds and interests, and use those qualities to advocate for the betterment of various transportation-related matters.



Photos: Top-left to bottom-right: East Point Lighthouse in Maurice River Township, Large farm in Salem County, Atlantic County Courthouse in Mays Landing, Seawall in North Wildwood, Captain Joseph Buck Waterfront Park in Millville, Parvin State Park in Pittsgrove Township



When formed in July of 1993, SJTPO replaced three smaller MPOs while incorporating areas in southern New Jersey that were not previously served by an MPO.



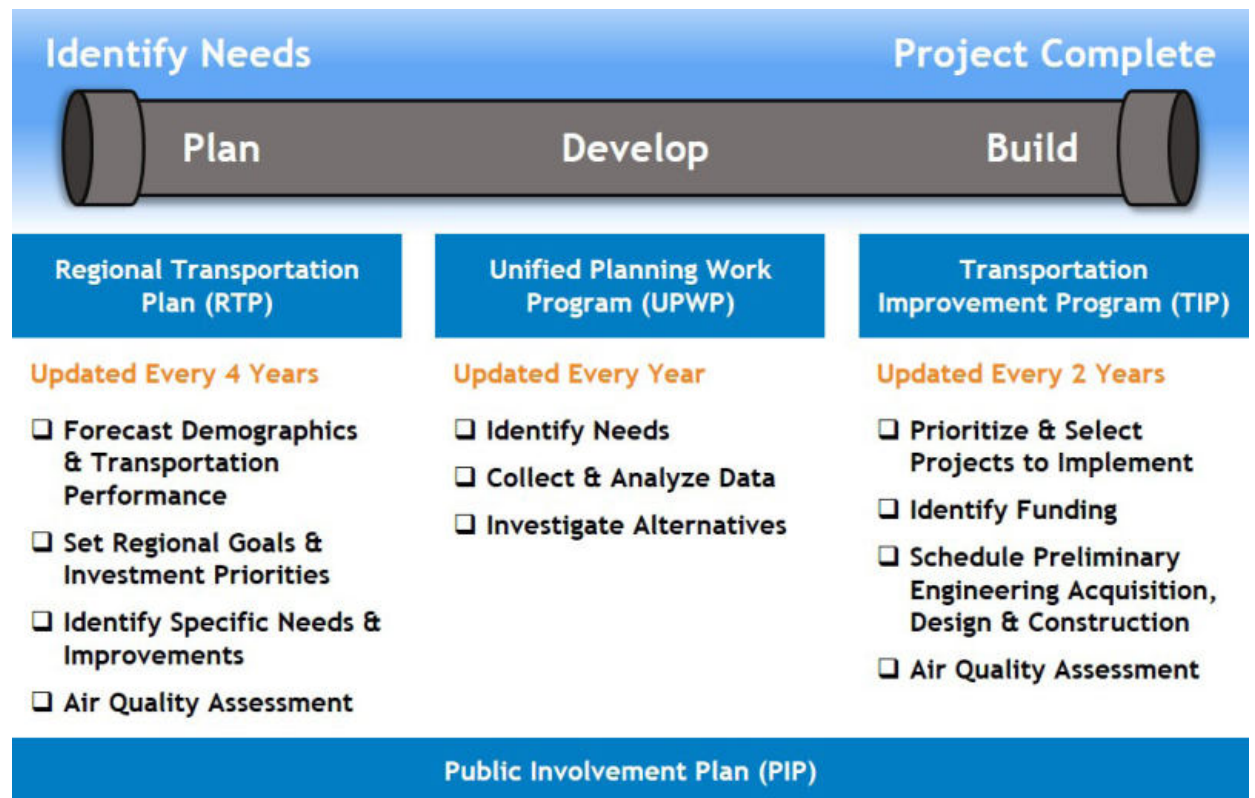
# The Project Pipeline

The Project Pipeline is the process by which a project undergoes the various stages of work necessary to make it a reality. The Regional Transportation Plan (RTP) is the first stage in the process, and is crucial because future projects must be included in this twenty-year long-range plan to receive federal transportation funds.

The next step is the Unified Planning Work Program (UPWP), which serves as the budget for SJTPO, programming staff and consultant resources to support upcoming efforts. Efforts include technical assistance to partner jurisdictions to identify and advance critical needs that support regional transportation.

The Transportation Improvement Program (TIP) is a list of all projects and programs scheduled to be implemented over the next ten years. The TIP allows the SJTPO Policy Board to determine transportation needs that take precedence.

Throughout this entire process, SJTPO refers to its Public Involvement Plan (PIP) to determine how the public can provide relevant and useful comments.



# Regional Transportation Plan

The **Regional Transportation Plan (RTP)** is a multimodal plan for the SJTPO region that outlines transportation projects for at least the next 20 years, and is the result of extensive outreach, collaboration, and consensus. The Plan is a significant document because it addresses how federal dollars will be spent to maintain the current transportation infrastructure while also acknowledging the need for future project developments. Recognizing future developments allows for more comprehensive studies to take place.

Once the comprehensive studies are completed, the technical and environmental analyses are used to enter the projects into the federal and state funding pipeline.

During RTP development, SJTPO attends and holds a series of public events to provide the public with the opportunity to provide input and comment on the Draft RTP and holds a 30-day public comment period for review.



Photo: Route 52 Bridge, Ocean City

# Transportation Improvement Program (TIP)



Photo: Bridge Paving, Atlantic County

The **Transportation Improvement Program (TIP)** is an agreed upon list of projects, for which state and federal funds are expected to be spent. The development of the TIP is significant because it allows the SJTPO Policy Board to distinguish which public transit, road, bicycle, pedestrian, and freight-related projects are of upmost importance in the region. For each project listed, a cost and year is identified for each phase of work.

When a project reaches the TIP, it is in its final stages of development. **If the public wishes to have the greatest influence on a project, involvement during the earlier project development stages is most beneficial because project details are still being worked out.** However, SJTPO encourages public involvement at this later phase of the planning process as well, by holding a public meeting to

provide the public with the opportunity to comment on the Draft TIP and through its 30-day public comment period.

The Final TIP is approved by the SJTPO Policy Board, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It covers a period of ten years, and is updated every two years. During this time, project revisions may be required. Under federal law, the TIP may only be amended by SJTPO, the New Jersey Department of Transportation (NJDOT), or NJ TRANSIT. The amendments to the TIP must also uphold fiscal constraint.



SJTPO offers an interactive online tool that allows the public to explore information about projects and studies in the region. This tool is available at: [www.sjtpo.org/projects](http://www.sjtpo.org/projects).

A person wearing a bright green safety vest is holding a white document with a table. The table has multiple columns and rows, with some text and numbers visible. The background is slightly blurred, showing what appears to be an outdoor setting.

# Project Selection Process

Photo: Road Safety Audit, Six Points, Salem County

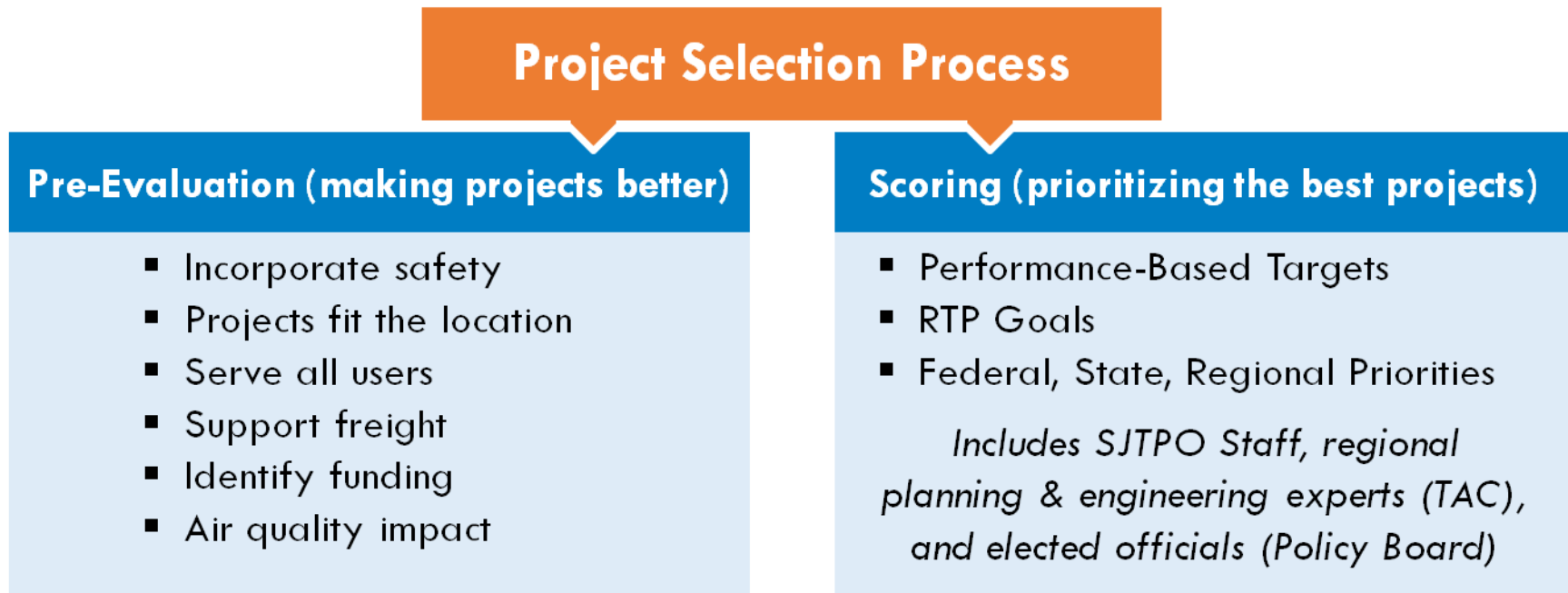
The Project Selection Process incorporates the planning goals for the Regional Transportation Plan (RTP), current state and federal priorities, and recent efforts undertaken by SJTPO. The Project Selection Process incorporates two core elements: a Pre-Evaluation Process as projects are received by SJTPO and a Scoring Process to prioritize the projects that move forward in the Project Pipeline. The Project Selection Process takes effect when there is a call for projects for the update to the Transportation Improvement Project (TIP).

The Pre-Evaluation Process takes place early on, assessing if there are reasonable ways to make projects better and work to better community improvements by:

- Addressing safety, such as where there are crash problems,
- Ensuring projects fit the location,
- Including all roadway users in the design,
- Focusing on freight to ensure projects enable economic development,
- Determining if and how to fund projects, and
- Measuring the air quality impact to ensure the projects move forward

The Scoring Process looks at the final project candidates. If available funds will not cover all final project candidates, the Process helps determine which ones will move forward. This element of the overall Project Selection Process takes into account the RTP planning goals, address federal performance-based planning target areas to ensure funds are being spent wisely, and assess how projects measure against other regional priorities.

The Project Selection Process is conducted by SJTPO staff. Input and oversight of the Project Selection Process is provided by the Technical Advisory Committee (TAC) and Policy Board.



# Air Quality

South Jersey has been classified as a “marginal non-attainment” area for ozone, meaning our region falls just short of meeting federal air quality standards. As such, our region is required by the US Environmental Protection Agency (US EPA) to implement strategies to avoid and reduce negative impacts from substandard air quality in the region. Since the SJTPO falls within the “marginal non-attainment” area for the 8-Hour Ozone standard, each year SJTPO must indicate that its long-range Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and other regionally significant projects conform with, or in other words, will not have a negative impact on the region’s air quality goals as outlined in the New Jersey State Implementation Plan (SIP), the State’s air quality plan, before they can be implemented. This is known as transportation conformity.

To demonstrate TIP/SIP transportation conformity, the process required by the Clean Air Act (CAA) which links transportation planning to standards of air quality, SJTPO uses computer modeling to estimate future traffic volumes on all highways in the region. The traffic projections are used to forecast motor vehicle emissions from the present through the final year of the Plan. These emission forecasts are used to show that the SJTPO region will not exceed its limits for motor vehicle emissions, known as a motor vehicle emissions budget.

*“You cannot protect the environment unless you empower people, you inform them, and help them understand that these resources are their own, that they must protect them.”*

- Wangari Maathai, Kenyan environmentalist and political activist

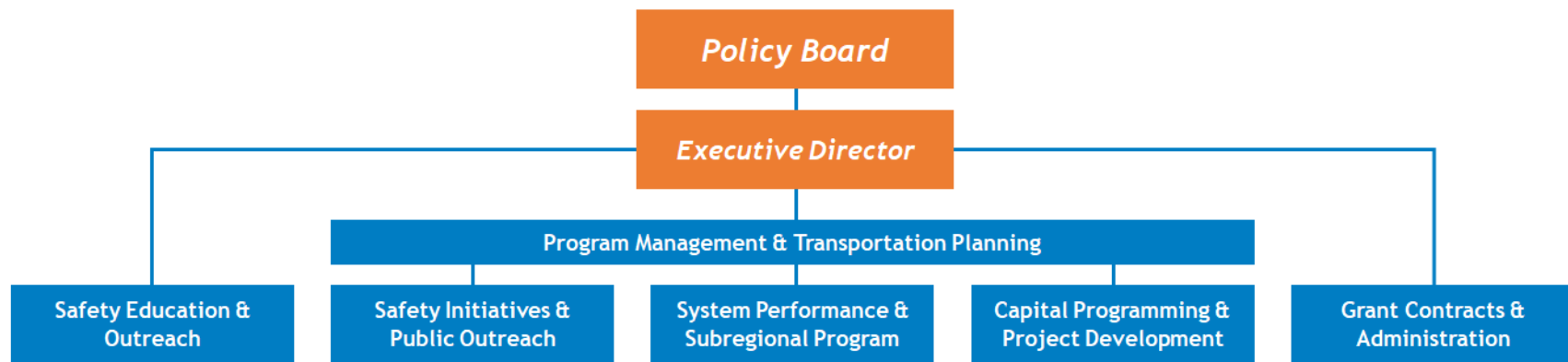


Photo: Thompsonstown Nature Preserve, Hamilton Township

# The Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) is a document that details all anticipated transportation planning activities to be performed by SJTPO staff, subregions, and member agencies during the fiscal year. The UPWP is updated by SJTPO every year. It essentially serves as the budget, identifying the federal funds to support the efforts to be conducted throughout the year. The transportation and planning activities are expected to further the needs of the South Jersey region, as reflected in the long-range Regional Transportation Plan.

This is the SJTPO organizational structure. There are three distinct areas under the Program Management & Transportation Planning umbrella; Safety Initiatives & Public Outreach, System Performance & Subregional Program, and Capital Programming & Project Development. The chart also identifies Safety Education & Outreach and Grants, Contracts & Administration as core functions within the MPO. Activities are carried out under the supervision of the Executive Director who reports directly to the SJTPO Policy Board.



# The Public Involvement Plan (PIP)

Meaningful and proactive public participation is vital to the regional planning process. Guided by federal mandates, SJTPO aims to achieve a transparent and inclusive planning process that places public engagement at the forefront. To uphold these mandates, SJTPO maintains a **Public Involvement Plan (PIP)**. The PIP outlines the rules SJTPO will follow and identifies various procedures that SJTPO will maintain in its efforts to ensure that plans and programs include the public to the *greatest, reasonable degree*. SJTPO places great emphasis on the PIP, as support for planning activities results from the public's understanding of them. Development of the PIP includes public outreach events and a 45-day public review period.

The SJTPO recognizes the intrinsic need for the public to understand and support the activities proposed by the Organization. To achieve this, SJTPO will uphold federally mandated public outreach efforts and engage in other activities that support the following goals:

- Advance and improve opportunities for public involvement
- Increase the accessibility and transparency of information available to the public
- Boost the efficiency of the public involvement process
- Provide the public with more options and education on how to get involved and be heard in the transportation planning process
- Make transportation decisions that aid the needs of all peoples
- Enhance the environmental justice process



*“To learn, read; to understand, participate.”*  
- Debasish Mridha, American physician, philosopher, poet seer, and author

Photo: Rutgers SRTS Workshop

# Access for All Transit Plan

The Access for All Transit Plan, SJTPO's Coordinated Human Services Transportation Plan, identifies unmet transportation needs and recommends measures to increase service, improve service quality and reduce the cost of providing services to a segment of the region's population that, for various reasons, is unable to or not permitted to operate a vehicle. The services provided to this segment of the transportation disadvantaged population, which can include persons with chronic disabilities, the elderly, and persons of low-income, are often referred to as Human Services Transportation. Further, federally required to be updated every five years, the Access for All Transit Plan is essential, as transportation services are necessary to allow the transportation disadvantaged to get to jobs or job training, child daycare facilities, medical appointments, and shopping or recreational centers.

*"You can't understand a city without using its public transportation system."*

*- Erol Ozan, writer, scientist, thinker, futurist, and salsa dancer*



Photo: Mays Landing Library, Atlantic County

# Congestion Management Process

The Congestion Management Process (CMP) is a federally required process for metropolitan planning areas with populations exceeding 200,000, including the SJTPO region. The CMP is used to identify congested roadways, establish multimodal performance measures, identify congestion management strategies and means of implementation, and evaluate the effectiveness of implemented strategies.

The SJTPO CMP follows an eight-step process modelled after the state-of-the practice described in the Federal Highway Administration's CMP Guidebook. The eight steps are listed below and are further described on SJTPO's CMP webpage.

1. Develop Regional Objectives for Congestion Management
2. Define Regional Objectives for Congestion Management
3. Develop Multimodal Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness



Photo: State Route 109,  
Cape May County

# Equity in Transportation



Photo: RTP Outreach Event, Salem County

Equal opportunity for engagement regardless of a person’s race, color, national, origin, income, or spoken language is important to SJTPO. The following regulations help shape the SJTPO involvement process and make its implementation more successful.

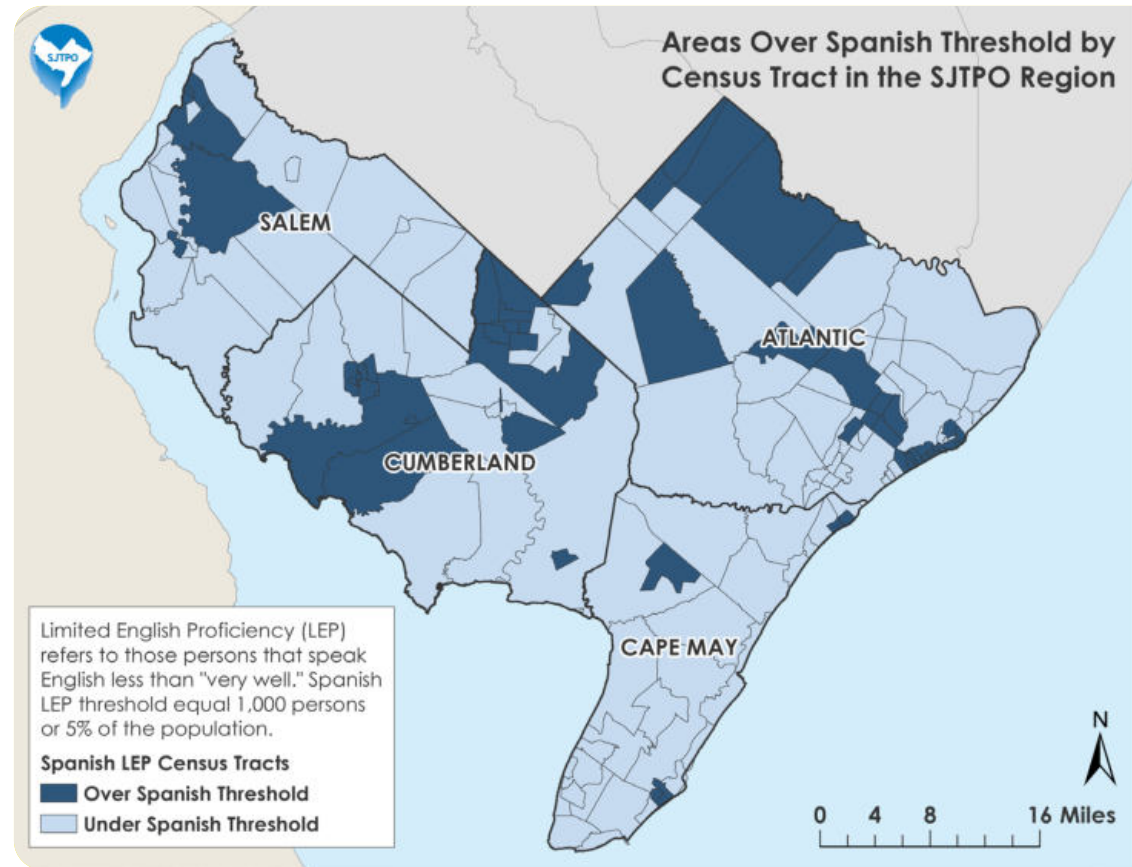
## Title VI of the Civil Rights Act of 1964

*“No person in the United States, shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”*

Subsequent legislation, executive orders, legal precedents, and federal guidance add further clarity, intent, and context to this mandate - all of which inform SJTPO’s process. SJTPO takes great care in ensuring its programs and activities are in full compliance with all necessary nondiscrimination statutes and regulations. SJTPO’s Title VI Plan lays out how SJTPO will prevent discrimination in its processes. For more information on SJTPO’s Title VI program, including what to do if you feel your rights under Title VI may have been violated, visit the Title VI webpage, [www.sjtpo.org/TitleVI](http://www.sjtpo.org/TitleVI).

## Limited English Proficiency (LEP)

Language barriers may limit the ability or comfort of Persons with Limited English Proficiency from obtaining services, information, or fully participating in public planning processes. Like the Title VI statues and regulations, SJTPO is committed to upholding the principles and intentions of LEP rules and guidance. To identify Persons with LEP in the region and effectively involve them in SJTPO's processes, an LEP Plan is produced and updated, as needed. SJTPO's LEP Plan is available on the SJTPO website at [www.sjtpo.org/LEP](http://www.sjtpo.org/LEP).



## Environmental Justice (EJ)

The federal government defines Environmental Justice (EJ) as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, or tribal programs and policies. SJTPO's EJ Plan is available on the SJTPO website at [www.sjtpo.org/EJ](http://www.sjtpo.org/EJ).

# Project Advancement in New Jersey

To meet the many rigorous requirements that accompany state and federal transportation funding, all projects must go through a five-phase process established by the New Jersey Department of Transportation (NJDOT). These phases include Problem Screening, Concept Development, Preliminary Engineering, Final Design, and Construction. This process, while complex, ensures that funds are spent wisely and that projects have been thought through.

## Problem Screening

This first phase in the five-phase process investigates a potential transportation-related deficiency. The key task is to develop a detailed Problem Statement, which identifies the gap between the current state – the deficiency – and the desired state – the solution to the deficiency.

## Concept Development

During this phase, data is collected, and alternative strategies are considered and documented in a Preliminary Preferred Alternative (PPA). A Purpose and Need Statement is then written to include the purpose, the need, and the goals and objectives associated with the transportation-related issue. Stakeholders are determined and engaged.

## Preliminary Engineering

This third stage of the process is where a project is further developed and refined. A Final Design and Construction Cost Estimate is prepared. An Environmental Analysis is also performed, as required by the National Environmental Policy Act of 1969 (NEPA).

## Final Design

During this phase, project specifications are developed. Final designs are submitted for authorization, and certification of construction contract documents is completed.

## Right of Way

While Right of Way is actually a component of the Final Design phase, it is of particular significance to the cost and timeline of a project. This activity involves the procurement of property needed for a project. This phase can be lengthy and costly, as negotiations and legal issues can arise.

## Construction

This is the final, most expensive stage in the process. During this stage, bids are advertised and the project is awarded. Construction can last multiple years on major projects.



Photo: Sign Replacement, Cumberland County

# Safety Education Programs

SJTPO offers several, no-cost programs to educate the public about traffic safety. The programs, designed with a target audience in mind and in conjunction with other organizations, such as the New Jersey Division of Highway Traffic Safety (DHTS), American Automobile Association (AAA), American Association of Retired Persons (AARP), and others, are intended to educate roadway users – drivers, passengers, bicyclists, and pedestrians – of the many dangers they could encounter on area roadways and to impart simple, easy to remember methods to improve safety. These programs are significant to the SJTPO because they support the Organization’s pledge to work Toward Zero Deaths and to ensure that all roadway users arrive at their destinations alive and unharmed.



**SJTPO staff reach  
10,000 students during  
a typical school year**



The programs offered by SJTPO Traffic Safety Specialists are available on the next page. For full descriptions or to request a program, please visit [www.sjtpo.org/education](http://www.sjtpo.org/education).

# Safety Programs Available

## High School Programs

- Most Dangerous Place on Earth
- Teens and Trucks
- Car Crashes, It's Basic Physics
- Share the Keys

## Elementary and Middle School Programs

- Belts on Bones
- Belts, Bones, and Buses
- Bicycle and Pedestrian Safety
- Occupant Protection for Middle School Students

## Adult Programs

- Child Passenger Safety – Restraint Systems on School Buses National Training
- Child Passenger Safety – Child Passenger Safety Technician Training
- Child Passenger Safety - Transporting Children Safely
- Child Passenger Safety - Car Seat Inspection Program
- Car-Fit for Senior Drivers
- Defensive Driving



The most popular program offered to high school students is Share the Keys. This 60 to 90-minute research-based, data-driven program is geared towards teens in pre-permit or permit stages of licensure and their parents or guardians. The goals of the program are to ensure that teens and their parents or guardians recognize the risks and responsibilities related to driving and provide them with the means to continuously further their safe driving skills. Topics discussed during the program include the New Jersey's graduated driver license (GDL), successfully implementing the GDL law, controlling the keys, and being a role model for your teen driver.

# Get Involved

Photo: Transportation Matters  
event in Millville



Through cooperative discussion, planners, voting committee members, and the public can educate one another, express opinions, and reach consensus on transportation planning decisions that will impact neighborhoods, communities, counties, or the entire SJTPO region. Public input is essential to the SJTPO planning process, and there are many ways you can be involved to learn about or influence transportation decisions.

## Visit Our Website: [www.sjtpo.org](http://www.sjtpo.org)

The SJTPO website provides an extensive array of information, including a calendar that details all upcoming committee meetings, public meetings, and events. The Request for Proposals (RFPs) section provides information and materials for archived, current, and upcoming technical studies.

The website is also a good resource for locating documents, viewing current and upcoming projects, or reading past and current issues of the “On the Go” newsletter ([www.sjtpo.org/OnTheGo](http://www.sjtpo.org/OnTheGo)). In addition, staff contact information, committee members, and links to additional regional and statewide resources are available.

## Contact SJTPO Staff:

Contact information for SJTPO staff is available on our website at [www.sjtpo.org/staff](http://www.sjtpo.org/staff).

## Subscribe To Emails

To receive general information, bi-monthly newsletters and project announcements from SJTPO, we suggest individuals subscribe to our emailing list. To subscribe, individuals can locate the “Join Our Mailing List” at the bottom of every webpage on our website to join the General Information mailing list. You can expect approximately three to four emails from us each month.

## Follow Us On Social Media

SJTPO uses Twitter and Facebook accounts to share public meeting dates, regional events, roadway-related information and statistics, as well as news and publications. These social platforms allow for quick and easy access for organizations and interested individuals to obtain information related to the southern New Jersey region.

Follow us on social media at [twitter.com/SJTPO](https://twitter.com/SJTPO) and [facebook.com/SJTPO](https://facebook.com/SJTPO).

## Attend a Meeting

SJTPO holds a number of open public meetings throughout the year, including the SJTPO Policy Board meetings. In addition, SJTPO holds public meetings for important activities, such as the RTP, TIP, UPWP, and PIP, as well as other projects and activities, as needed. Public meetings are announced on our website as well as through our email list and social media.

## Review SJTPO Materials

All SJTPO documents are available for download on our website, located on their project webpage or via the document library at [www.sjtpo.org/library](http://www.sjtpo.org/library). In addition, physical copies of all major planning documents are available at the SJTPO office and [State Depository Libraries](#) in the region for public viewing.

# Knowing Who to Contact



Photo: Reviewing Plans at Six-Points Intersection in Pittsgrove Township

From time to time, we all experience issues on the transportation system. We may notice a pothole, a damaged sign, a malfunctioning signal, overgrown vegetation that blocks the view of an intersection, or simply have a suggestion to improve a roadway or intersection. Knowing the proper organization to contact is the difference between getting an issue resolved and continuing to be frustrated. This information is meant as a starting point to help identify the correct organization to contact. Your specific issue may best be addressed by speaking to local public works staff or attending a board or committee meeting.

## State-Owned Roadways

The State owns and is responsible for 394 miles of interstate highways (such as Interstate 295), US highways (such as Route 40), and State highways (such as Route 49) in our region. Any roadways with the signage types shown at right are the jurisdiction of the State



of New Jersey. Where a state-owned roadway intersects with a county or municipal roadway, the state generally maintains the intersection. For an issue on one of these roadways, contact the New Jersey Department of Transportation (NJDOT) at 1-800-Pothole or visit [www.state.nj.us/transportation/commuter/potholeform.shtm](http://www.state.nj.us/transportation/commuter/potholeform.shtm) for the online form.

## Authority-Owned Roadways

Authorities own and operate three significant roadways in our region. These roadways are separate from the state-owned roadways managed by NJDOT. The Garden State Parkway and New Jersey Turnpike are owned by the New Jersey Turnpike



Authority ([www.njta.com](http://www.njta.com)), who can be reached at (732) 750-5300. The Atlantic City Expressway is owned by the South Jersey Transportation Authority ([www.sjta.com](http://www.sjta.com)), who can be reached at (609) 965-6060.

## County-Owned Roadways

Counties own and are responsible for all roadways numbered in the 500s, 600s, and 700s, which total over 1,400 miles in our region. Any roadways marked with signs similar to the one shown here is owned and maintained by a county. Where a county-owned roadway intersects with a state roadway, the state generally maintains the intersection. However, where a county route intersects with a municipal roadway, the county generally maintains the intersection. On the next page are contacts for the county planning departments in our region.



## Municipally-Owned Roadways

Municipalities generally own and are responsible for all of the roadways not addressed above. With over 3,200 miles of roads, if the roadway in question does not have any of the signage previously shown, it is likely owned by a municipality. Where a municipally-owned roadway intersects with a county or state roadway, the county or state generally maintains the intersection. With 68 municipalities in the SJTPO region alone, we cannot list contacts for each municipality here, but the State maintains a list of municipal websites at [www.state.nj.us/nj/gov/county/localgov.html](http://www.state.nj.us/nj/gov/county/localgov.html).

# Transportation Contacts

## SJTPO Subregions

### Atlantic County

Department of Regional Planning and Development

Phone: (609) 645-5898

[www.atlantic-county.org](http://www.atlantic-county.org)

### Cape May County

Planning Department

Phone: (609) 465-1080

[www.capemaycountynj.gov](http://www.capemaycountynj.gov)

### Cumberland County

Department of Planning

Phone: (856) 453-2175

[www.co.cumberland.nj.us](http://www.co.cumberland.nj.us)

### Salem County

Planning Board

Phone: (856) 935-7510 x8414

[www.salemcountynj.gov](http://www.salemcountynj.gov)

### City of Atlantic City

Department of Planning and Development

Phone: (609) 347-5300

[www.cityofatlanticcity.org](http://www.cityofatlanticcity.org)

### City of Vineland

Division of Planning

Phone: (856) 794-4000

[www.vinelandcity.org](http://www.vinelandcity.org)

## Implementing Agencies

### Delaware River and Bay Authority (DRBA)

P.O. Box 71

New Castle, Delaware 19720

Phone: (302) 571-6300

[www.drba.net](http://www.drba.net)

### New Jersey Department of Transportation (NJDOT)

P.O. Box 600

Trenton, New Jersey 08625-0600

Phone: (609) 530-2000

[www.state.nj.us/transportation](http://www.state.nj.us/transportation)

### New Jersey Transit (NJ TRANSIT)

One Penn Plaza East

Newark, New Jersey 07105

24-hour transit information: (973) 275-5555

[www.njtransit.com](http://www.njtransit.com)

### New Jersey Turnpike Authority (NJTA)

P.O. Box 5042

Woodbridge, New Jersey 07095-5042

Phone: (732) 750-5300

[www.njta.com](http://www.njta.com)

### South Jersey Transportation Authority (SJTA)

PO Box 351

Hammonton, New Jersey 08037

Phone: (609) 965-6060

[www.sjta.com](http://www.sjta.com)

**Contact SJTPO:** 817 East Landis Avenue, 2nd Floor  
Vineland, New Jersey 08360  
Phone (856) 794-1941 | Fax: (856) 794-2549  
[www.sjtpo.org](http://www.sjtpo.org)

## Federal Partners

**Federal Highway Administration, New Jersey Division**  
840 Bear Tavern Road, Suite 202  
West Trenton, New Jersey 08628  
Phone: (609) 637-4200  
[www.fhwa.dot.gov/njdiv](http://www.fhwa.dot.gov/njdiv)

**Federal Transit Administration, Region II**  
One Bowling Street, Suite 428  
New York, New York 10004  
Phone: (212) 668-2170  
[www.transit.dot.gov/about/regional-offices/region-2](http://www.transit.dot.gov/about/regional-offices/region-2)

## Transportation Management Association (TMA)

**Cross County Connection**  
4A Eves Drive, Suite 114  
Marlton, New Jersey 08053  
Phone: (856) 596-8228  
[www.driveless.com](http://www.driveless.com)

## Traffic/Travel Information

**511NJ**  
Phone: Dial 511  
[www.511NJ.org](http://www.511NJ.org)

## Local Public Transportation Services

**Atlantic County Transportation Unit**  
201 Shore Road – Rear Building, 2nd Floor  
Northfield, New Jersey 08225  
Phone: (609) 645-7700  
[www.atlantic-county.org/intergenerational-services](http://www.atlantic-county.org/intergenerational-services)

**Cape May County Fare Free Transportation**  
4 Moore Road  
Cape May Court House, New Jersey 08210  
Phone: (609) 889-3700  
[www.capemaycountynj.gov/446/Fare-Free-Transportation](http://www.capemaycountynj.gov/446/Fare-Free-Transportation)

**Cumberland Area Transit System**  
800 East Commerce Street  
Bridgeton, New Jersey 08302  
Phone: (856) 691-7799  
[www.co.cumberland.nj.us/aging/CATS](http://www.co.cumberland.nj.us/aging/CATS)

**Cumberland County Dept. of Workforce Development**  
P.O. Box 1500  
3322 College Drive  
Vineland, New Jersey 08362-1500  
Phone: (856) 696-5660  
[www.co.cumberland.nj.us/workforcedevelopment](http://www.co.cumberland.nj.us/workforcedevelopment)

# Transportation Contacts

## Local Public Transportation Services (Continued)

### Mid-Atlantic States Career and Education Center (Salem County)

111 South Broadway  
Pennsville, New Jersey 08070  
Phone: (856) 514-2200

[www.wegrowpeople.org](http://www.wegrowpeople.org)

### NJ TRANSIT Access Link

One Penn Plaza East, 7th Floor  
Phone: +1 (800) 955-ADA1 (2321)  
TTY: +1 (800) 955-6765

Email: [adaservices@njtransit.com](mailto:adaservices@njtransit.com)

[www.njtransit.com/accessibility/access-link-ada-paratransit](http://www.njtransit.com/accessibility/access-link-ada-paratransit)

### Pearl Transit (Salem County)

105 Spillway Drive  
Salem, New Jersey 08079  
Phone: (856) 279-2000

[www.pearltransit.org](http://www.pearltransit.org)

### Salem County Office on Aging and Disability Services

110 5th Street, Suite 900  
Salem, New Jersey 08079  
Phone: (856) 339-8644

[www.health.salemcountynj.gov/human-services/office-of-aging-disabilities](http://www.health.salemcountynj.gov/human-services/office-of-aging-disabilities)



*“Unless someone like you  
cares a whole awful lot,  
nothing is going to get  
better. It’s not.”*

*- Dr. Suess, American author*





# South Jersey Transportation Planning Organization

February 2021

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info@sjtpo.org

## Public Engagement Guide To Transportation Planning in South Jersey

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