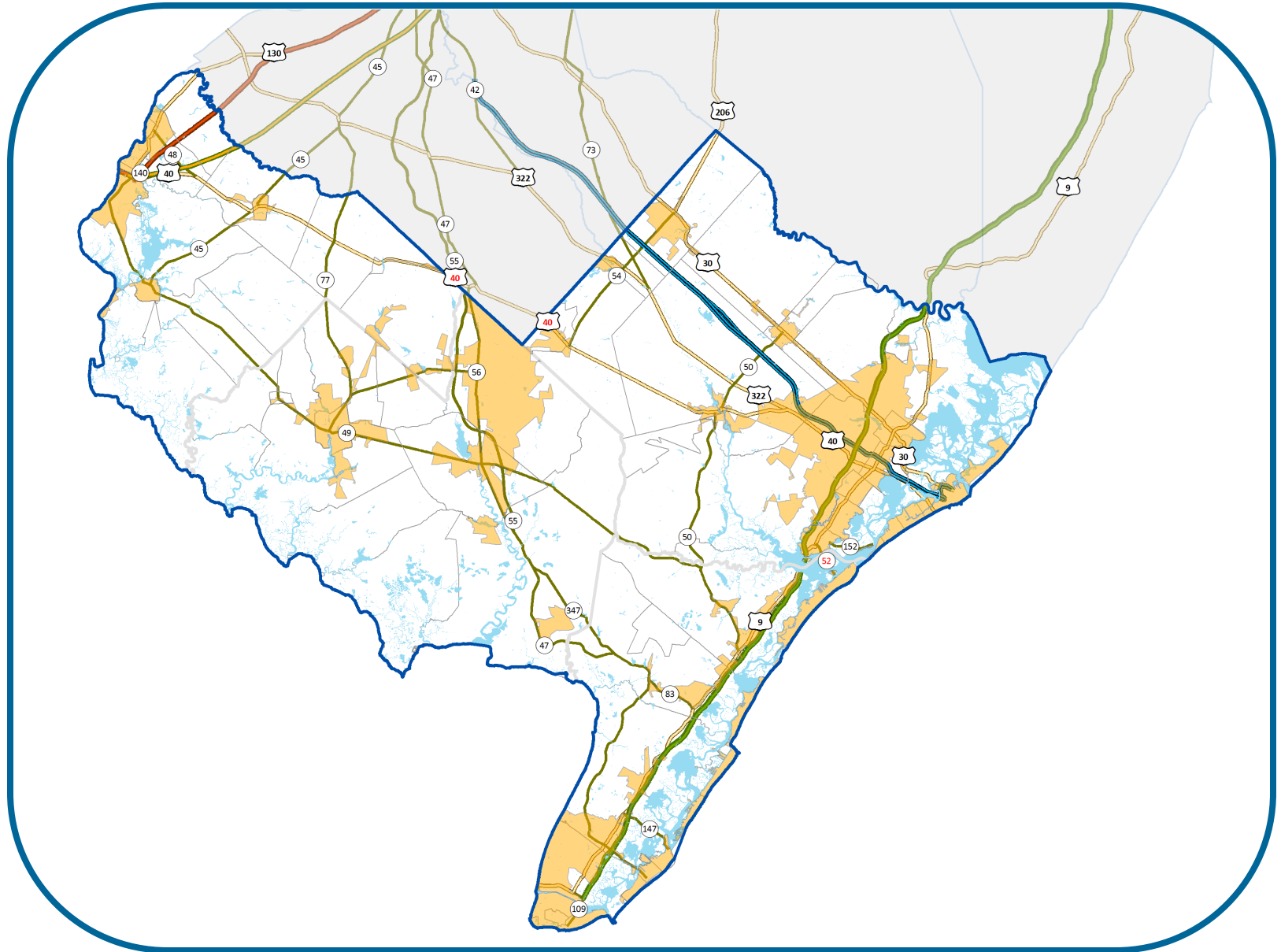


# South Jersey Transportation Planning Organization (SJTPO)



Regional Profile including:  
Atlantic County, Cape May County,  
Cumberland County, Salem County



## About the South Jersey Transportation Planning Organization (SJTPO)

SJTPO is the Metropolitan Planning Organization (MPO) for the southern New Jersey region. Formed in 1993, SJTPO replaced three smaller MPOs while incorporating other areas not previously served. Covering Atlantic, Cape May, Cumberland, and Salem counties, the SJTPO works to provide a regional approach to solving transportation problems.

SJTPO coordinates the planning activities of participating agencies and provides a forum for cooperative decision-making among state and local officials, transit operators, and the general public. In addition, the SJTPO adopts long-range plans to guide transportation investment decisions, and maintains the eligibility of its member agencies to receive federal transportation funds for planning, capital improvements and operations.

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*SJTPO Regional Profile including Atlantic County, Cape May County, Cumberland County and Salem County*

January 2013

Prepared by Candice Dias, Transportation Planner

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## Introduction

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The South Jersey Transportation Planning Organization (SJTPO) is a federally designated metropolitan planning organization (MPO). MPOs are agencies responsible for long range regional transportation planning through a collaborative and cooperative decision-making process. SJTPO covers a region comprised of 68 municipalities in the four counties of Atlantic, Cape May, Cumberland, and Salem.

This report provides a demographic, economic and transportation profile of the four-county SJTPO region. The profile is intended to be a snapshot of activity in the region and it will refer to other reports and data sources where more detailed information can be found.

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## The SJTPO Region in Statewide Context

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The SJTPO region is about 1,778 square miles in total area, accounting for nearly 20 percent of New Jersey's total area of 8,722 square miles but containing less than 7 percent of the State's population. This lower ratio of population to land mass means that the SJTPO region is less dense in comparison to the rest of the state. Within the SJTPO region, Atlantic County is the largest county by land area, followed by Cumberland, Salem and Cape May, as shown in Table x.

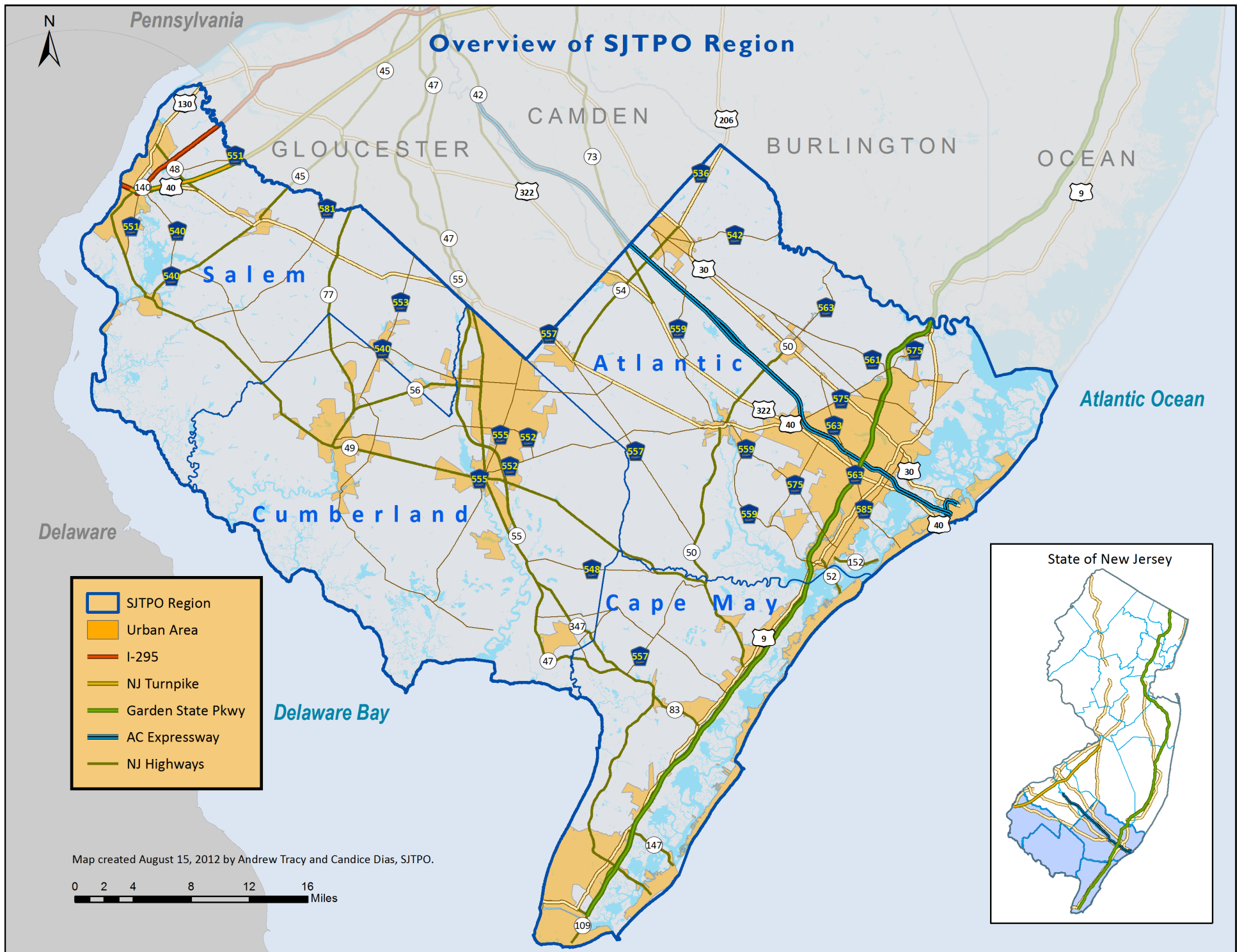
Although like the rest of the state, the SJTPO region is fairly urbanized, it does not contain a central core city or core metropolitan area. Rather, the region is comprised of several smaller cities that create a multinodal region amidst rural segments. The largest and smallest municipalities by land area are listed below.

Southern New Jersey also differs from the rest of the state in several key ways as it is influenced by the importance of the gaming and tourism industries and seasonal variation in travel due to tourism.

County	Land Area (sq. miles)	Number of Municipalities
Atlantic	565	23
Cape May	255	16
Cumberland	489	45
Salem	339	15

Municipality	County	Land Area (sq. miles)
Cape May Point Borough	Cape May	0.31
West Wildwood Borough	Cape May	0.35
Elmer Borough	Salem	1.00
Penns Grove Borough	Salem	1.00
West Cape May Borough	Cape May	1.19
Shiloh Borough	Cumberland	1.20
Wildwood Crest Borough	Cape May	1.31
Wildwood City	Cape May	1.38
Margate City	Atlantic	1.58
Longport Borough	Atlantic	1.63
Stone Harbor Borough	Cape May	1.99
Woodstown Borough	Salem	2.00
North Wildwood City	Cape May	2.12
Sea Isle City	Cape May	2.55
Cape May City	Cape May	2.80
Salem City	Salem	3.00
Northfield City	Atlantic	3.45
Ventnor City	Atlantic	3.55
Linwood City	Atlantic	4.14
Avalon Borough	Cape May	4.89

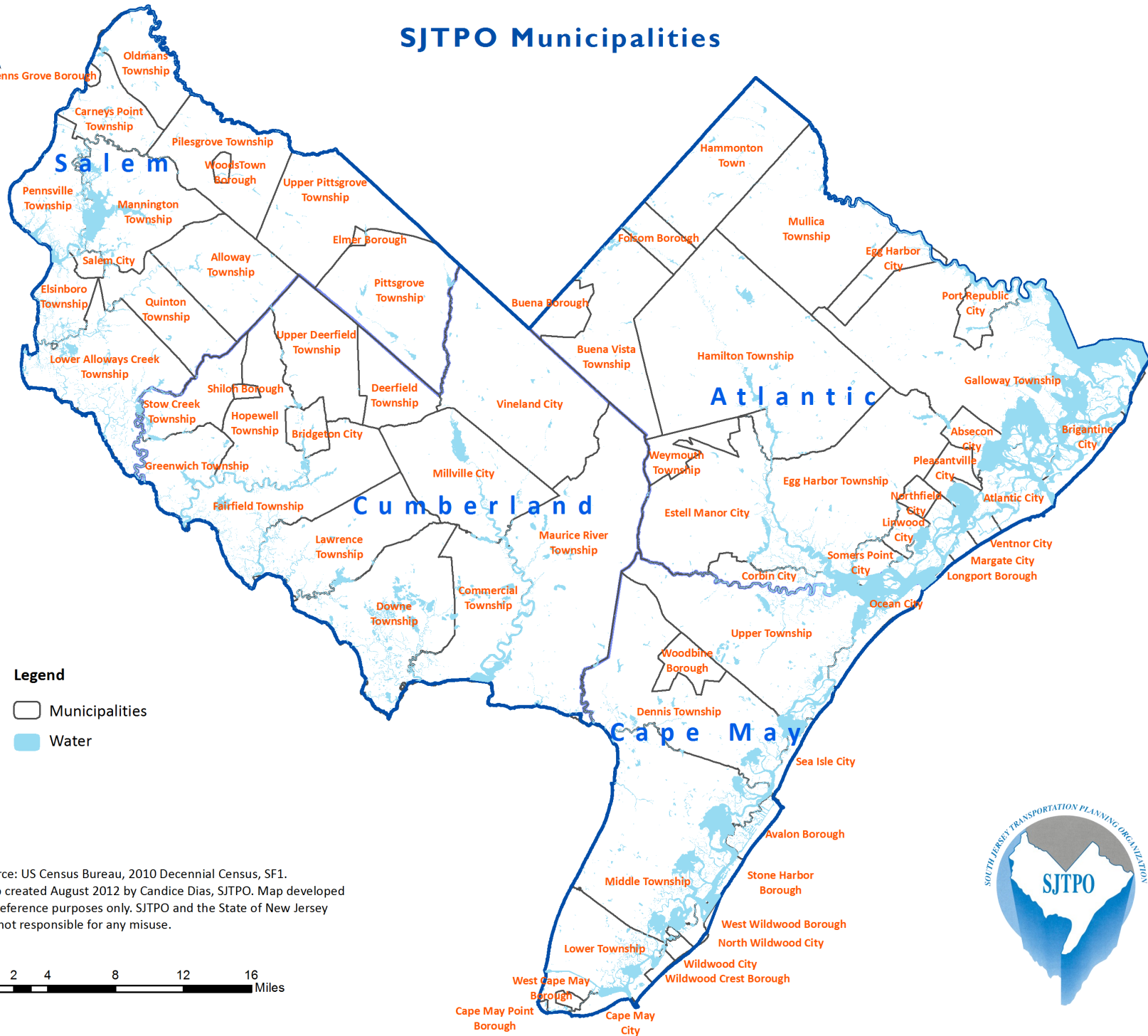
SJTPO Municipalities with the Largest Land Area		
Municipality	County	Land Area (sq. miles)
Galloway Township	Atlantic	114.00
Hamilton Township	Atlantic	113.00
Maurice River Township	Cumberland	95.00
Middle Township	Cape May	83.00
Egg Harbor Township	Atlantic	75.00
Lower Alloways Creek Township	Salem	73.00
Vineland City	Cumberland	69.00
Upper Township	Cape May	68.00
Dennis Township	Cape May	64.00
Mullica Township	Atlantic	57.00
Estell Manor City	Atlantic	55.00
Downe Township	Cumberland	54.00
Pittsgrove Township	Salem	46.00
Millville City	Cumberland	44.00
Fairfield Township	Cumberland	43.80
Buena Vista Township	Atlantic	41.53
Hammonton Township	Atlantic	41.47
Upper Pittsgrove Township	Salem	40.00
Lawrence Township	Cumberland	38.45
Mannington Township	Salem	38.00







## SJTPO Municipalities





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## Urbanized Areas and Urban Clusters

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The U.S. Census Bureau uses the term “urban” to identify areas that are densely developed residential, commercial and other nonresidential areas. According to the 2012 Census, they account for 80.7% of the U.S. population, up from 79.0% in 2000. The Census Bureau identifies two types of urban areas: urbanized areas and urban clusters.

Urbanized areas contain 50,000 or more people and urban clusters contain at least 2,500 and less than 50,000 people. There are 486 urbanized areas and 3,087 urban clusters nationwide.

The total land area of the SJTPO Region is 1,622.7 square miles; urbanized areas and urban clusters cover 16.2% of this area, 262.2 square miles. 80.2% of the region’s population lives within these urban areas.

The breakdown of population and urban land area by county is shown in the table, below.

County	Population	Urban Population	Percent in Urban Areas	Percent Land Area, Urban
Atlantic	274,549	239,644	87.3%	20.7%
Cape May	97,265	80,288	82.6%	23.1%
Cumberland	156,898	120,769	77.0%	13.9%
Salem	66,083	36,147	54.7%	6.6%

Source: 2010 Census Urban and Rural Classification and Urban Area Criteria, U.S. Census Bureau, [www.census.gov/geo/www/ua/2010urbanruralclass.html](http://www.census.gov/geo/www/ua/2010urbanruralclass.html)

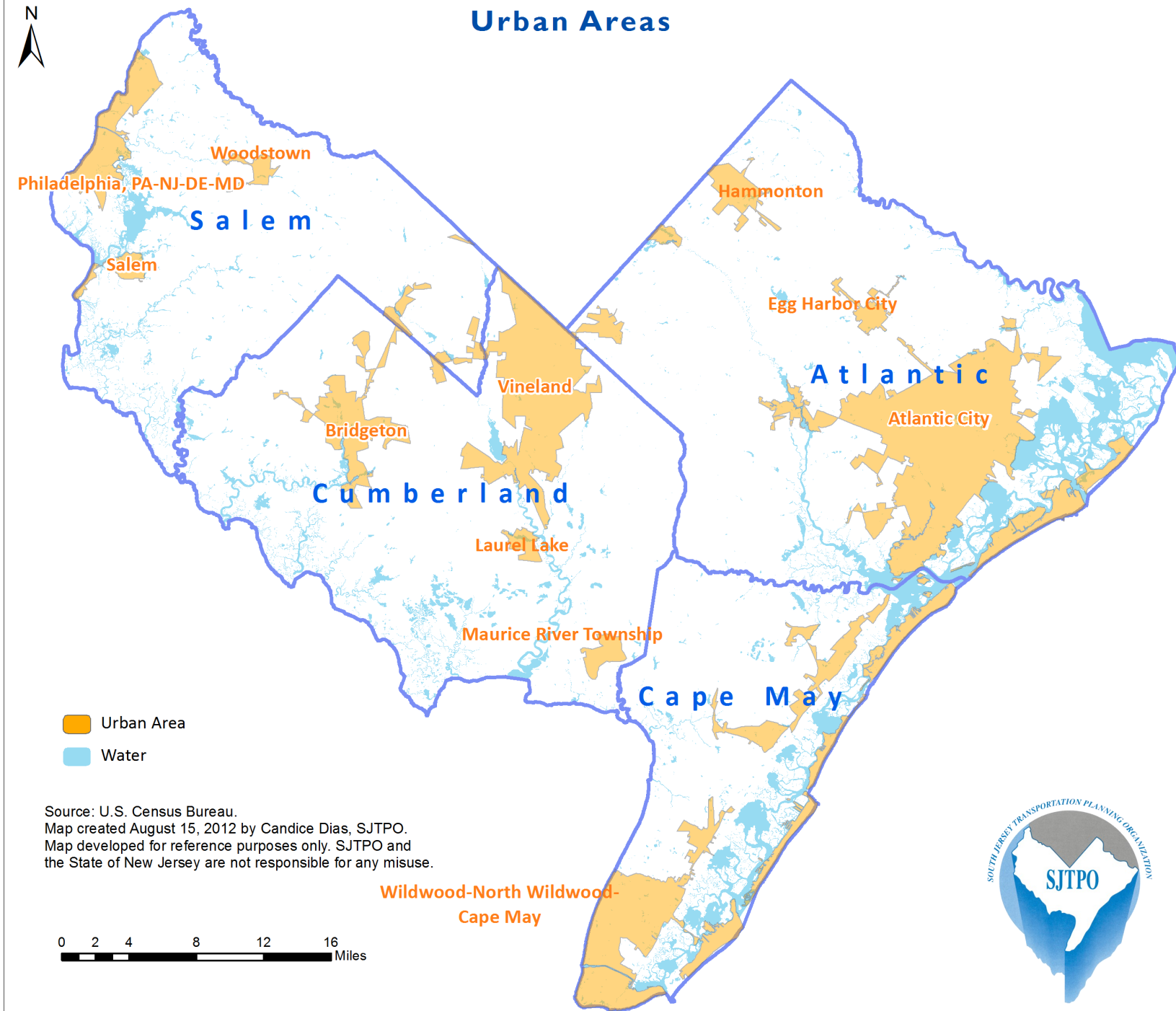
### Additional resources

U.S. Census Bureau, 2010 Census Urban and Rural Classification and Urban Area Criteria

[www.census.gov/geo/www/ua/2010urbanruralclass.html](http://www.census.gov/geo/www/ua/2010urbanruralclass.html)

U.S. Census Bureau, 2010 Census Urban Area FAQs

[www.census.gov/geo/www/ua/uafaq.html](http://www.census.gov/geo/www/ua/uafaq.html)



## SJTPO Road Network

The SJTPO road network consists of 5,185 miles of paved roadway in the four county region, accounting for 13.2% of New Jersey's 39,241 miles of roadway. The jurisdictional distribution of the road network is shown in the table, below.

	NJDOT	Authority	County	Municipal	Park	Total
Atlantic	144	56	373	1,359	19	1,951
Cape May	75	31	199	734	21	1,060
Cumberland	89	0	539	660	0	1,288
Salem	86	9	361	425	5	886
SJTPO Region Total	394	96	1,472	3,178	45	

Source: NJDOT, 2010, [www.state.nj.us/transportation/refdata/roadway/vmt.shtm](http://www.state.nj.us/transportation/refdata/roadway/vmt.shtm)

Two major roadways accommodate tourist traffic from Pennsylvania, New York and the rest of New Jersey: the Garden State Parkway and the Atlantic City Expressway. Both are limited access toll roads. The Garden State Parkway is managed by the New Jersey Turnpike Authority (NJTA), while the Atlantic City Expressway is managed by the South Jersey Transportation Authority.

The western part of the SJTPO region is served by the New Jersey Turnpike which is also managed by the NJTA. The Turnpike is a limited access toll road that runs from Bergen County in northern New Jersey and terminates in Salem County. It connects the region to the Greater Philadelphia region, to northern New Jersey and the New York City metropolitan area.

The SJTPO region is also served by U.S., state and county roads. Major arterials include US 40, NJ 47 and NJ 55. US 40 is mostly a two-lane highway that runs east-west, from Salem County to Atlantic County. NJ 55 is a four-lane limited access freeway that allows north-south travel through Cumberland County.

Other state roads include Routes 45, 48, 49, 50, 52, 54, 56, 73, 77, 83, 109, 140, 147, 152, 347. U.S. routes include 9, 30, 130, 206, 322.

The Delaware River Bay Authority (DRBA) also operates the Delaware Memorial Bridge, the only bridge crossing the Delaware River into Delaware and connecting the region directly to the West, and the Cape May – Lewes Ferry in Cape May County.

The SJTPO road network accounts for 15,773,033 Daily Vehicle Miles Traveled (DMVT) (FY 2010), comprising 7.9% percent of the State's DMVT of 200,075,778.

	Daily VMT
Atlantic	7,433,919
Cape May	3,083,561
Cumberland	3,095,807
Salem	2,159,746
SJTPO Region Total	15,773,033

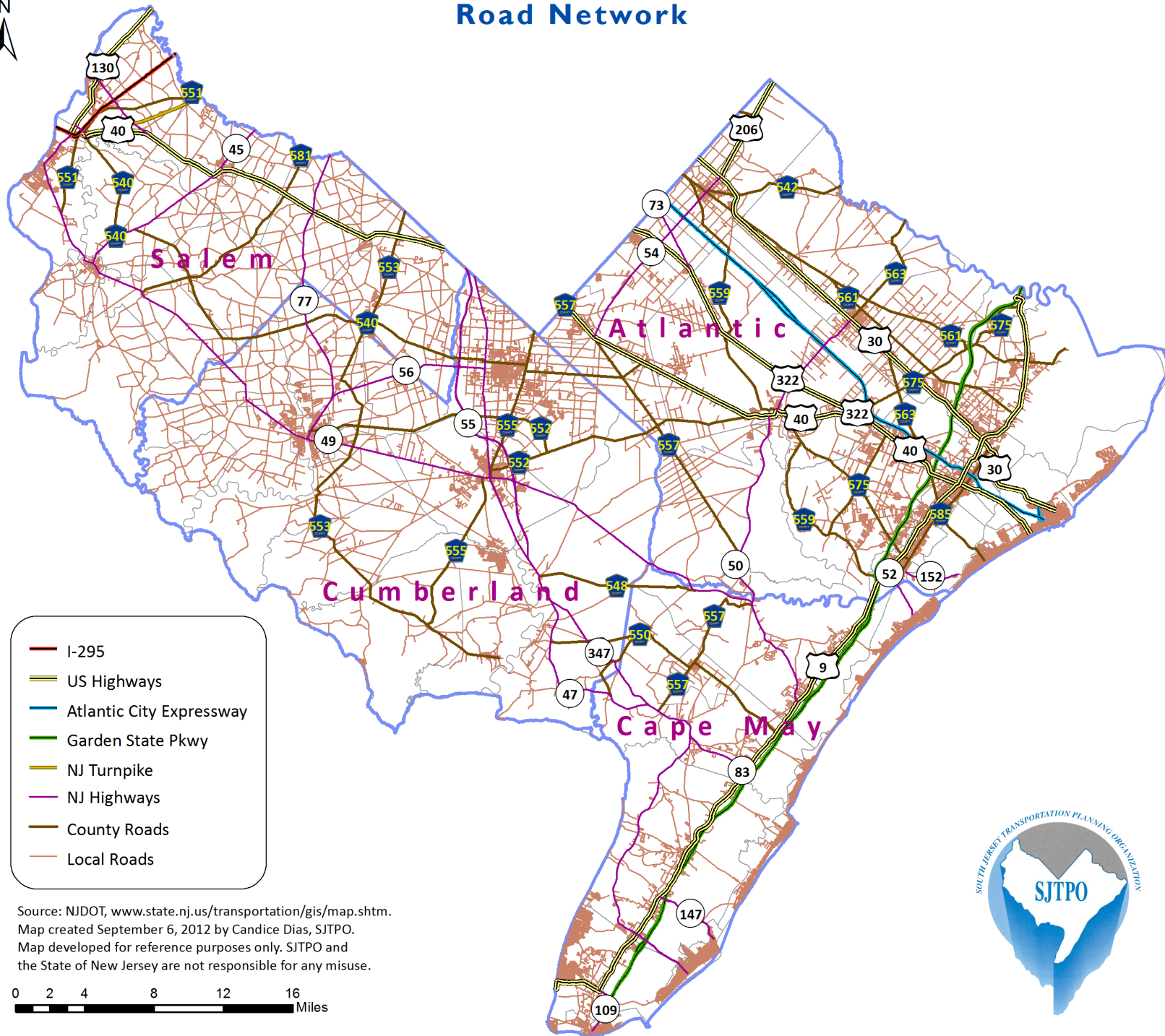
Source: NJDOT, 2010, [www.state.nj.us/transportation/refdata/roadway/vmt.shtm](http://www.state.nj.us/transportation/refdata/roadway/vmt.shtm)

### Additional resources

NJDOT, [www.state.nj.us/transportation/refdata/roadway/](http://www.state.nj.us/transportation/refdata/roadway/)



## Road Network



Source: NJDOT, [www.state.nj.us/transportation/gis/map.shtm](http://www.state.nj.us/transportation/gis/map.shtm).  
Map created September 6, 2012 by Candice Dias, SJTPO.  
Map developed for reference purposes only. SJTPO and  
the State of New Jersey are not responsible for any misuse.

0 2 4 8 12 16  
Miles



## SJTPO Federal Functional Classification of Highways

Functional classification is the process by which public streets and highways are grouped into classes according to the service they are intended to provide, that being either land access or traffic mobility.

Highways generally fall into one of four broad categories; principal arterial, minor arterials, collector roads, and local roads. Arterials provide longer through travel between major trip generators (larger cities, recreational areas, etc.); and collector roads collect traffic from the local roads and also connect smaller cities and towns with each other and to the arterials: local roads provide access to private property or low volume public facilities.

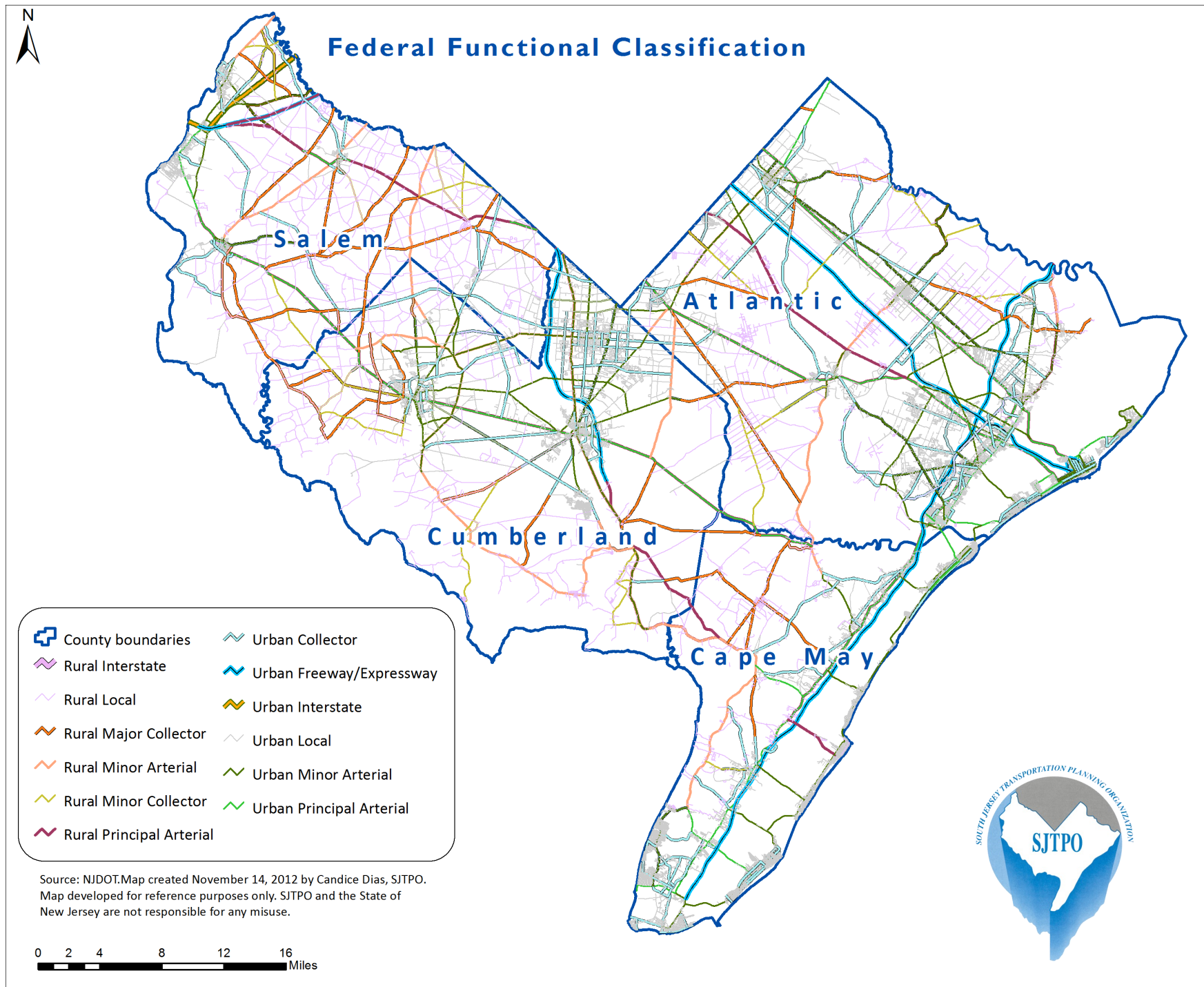
The classification system is split between Urban or Rural roads. Urban roads are all roads that lie within the boundary of a Census defined urban area. Rural roads are those that are outside an urban boundary.

	Urban Area						Rural Area					
	Interstate	Freeway/ Expressway	Principal Arterial	Minor Arterial	Collector	Local	Interstate	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Atlantic	0	38	104	172	137	951	0	24	35	66	44	381
Cape May	0	22	25	85	78	608	0	13	22	40	5	160
Cumberland	0	17	18	159	78	530	0	12	45	70	34	326
Salem	5	2	14	22	29	183	4	34	20	116	33	424
SJTPO Region Total	5	79	161	438	322	2272	4	83	122	292	116	1291

Source: NJDOT, 2010, [www.state.nj.us/transportation/refdata/roadway/vmt.shtm](http://www.state.nj.us/transportation/refdata/roadway/vmt.shtm)

### Additional resources

NJDOT, [www.state.nj.us/transportation/refdata/roadway/](http://www.state.nj.us/transportation/refdata/roadway/)





## Public Transportation

Transit service is available in every county of the SJTPO region although it is generally sparse due to low population densities. Currently, the only rail corridor offering commuter rail service in the region is the Atlantic City Rail Line which has stops in Philadelphia, Cherry Hill, Lindenwold, Atco, Hammonton, Egg Harbor City, Absecon and Atlantic City.

### NJ Transit Local Bus Service Routes

Number	Routes
468*	Penns Grove – Woodstown
501	Atlantic City – Brigantine Beach
502	Atlantic City – Hamilton Township
504	Bungalow Park – Ventnor Plaza
505	Atlantic City – Longport
507	Atlantic City – Ocean City
508	Atlantic City – Hamilton Mall
509	Atlantic City – Somers Point
552	Atlantic City – Cape May
553	Atlantic City – Upper Deerfield
554	Atlantic City – Lindenwold
559	Atlantic City – Lakewood

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

NJ Transit provides some local bus routes; these routes are supplemented by other local bus service operators. NJ Transit also provides interstate commuter bus routes linking the SJTPO region to cities such as Wilmington, Philadelphia and New York City.

### NJ Transit Interstate Commuter Bus Routes

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
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

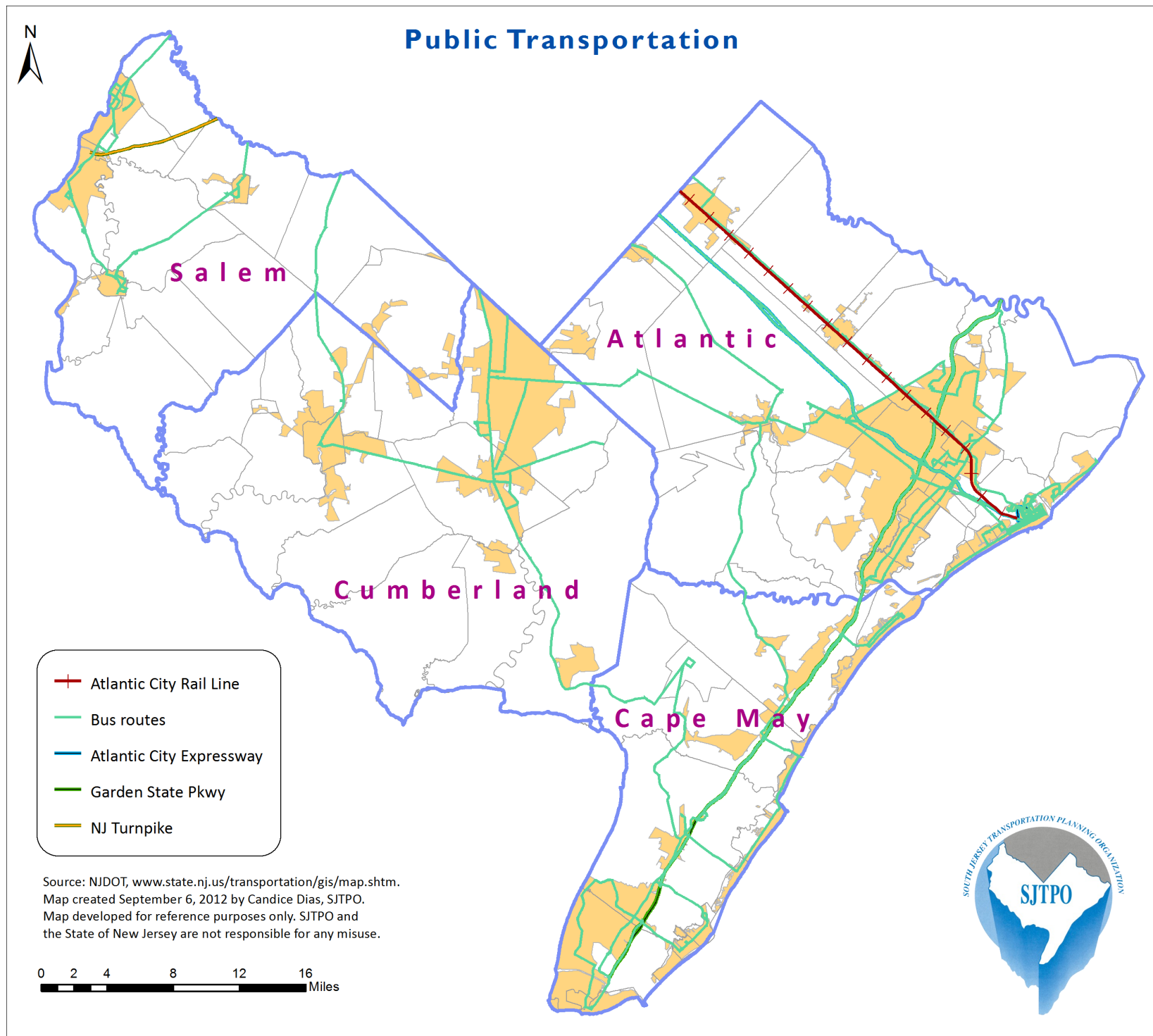
To facilitate transit usage, there are a number of both state-owned and joint-use park-and-ride facilities in the region, shown in this table.

### Park and Ride Facilities

County	Location	Town
Atlantic	Atlantic City Expressway,	Pleasantville City
Atlantic	Atlantic City Bus Terminal	Atlantic City
Atlantic	Atlantic City Service Area, Garden	Galloway Township
Cape May	Interchange 25, Garden State Parkway	Upper Township
Cape May	Ocean View Service Area	Dennis Township

Source: [www.nj.gov/transportation/commuter/rideshare/prlocate.shtml](http://www.nj.gov/transportation/commuter/rideshare/prlocate.shtml)





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## Bicycle Facilities

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Currently, the region has a limited number of designated bicycle facilities. The majority of bicycle facilities in the region are non-designated facilities consisting of paved shoulders and shared roadways. However, the existing

roadways and streets in the region provide the greatest potential resource for bicyclists. In most cases, existing roadway width, space, and surface conditions may be sufficient to allow safe bicycle travel.

	Existing bike lane miles	Proposed bike lane miles
Atlantic County	37	213
Cape May County	39	79
Cumberland County	75	116
Salem County	7	114

### *Additional resources for Public Transportation and Bicycle Facilities*

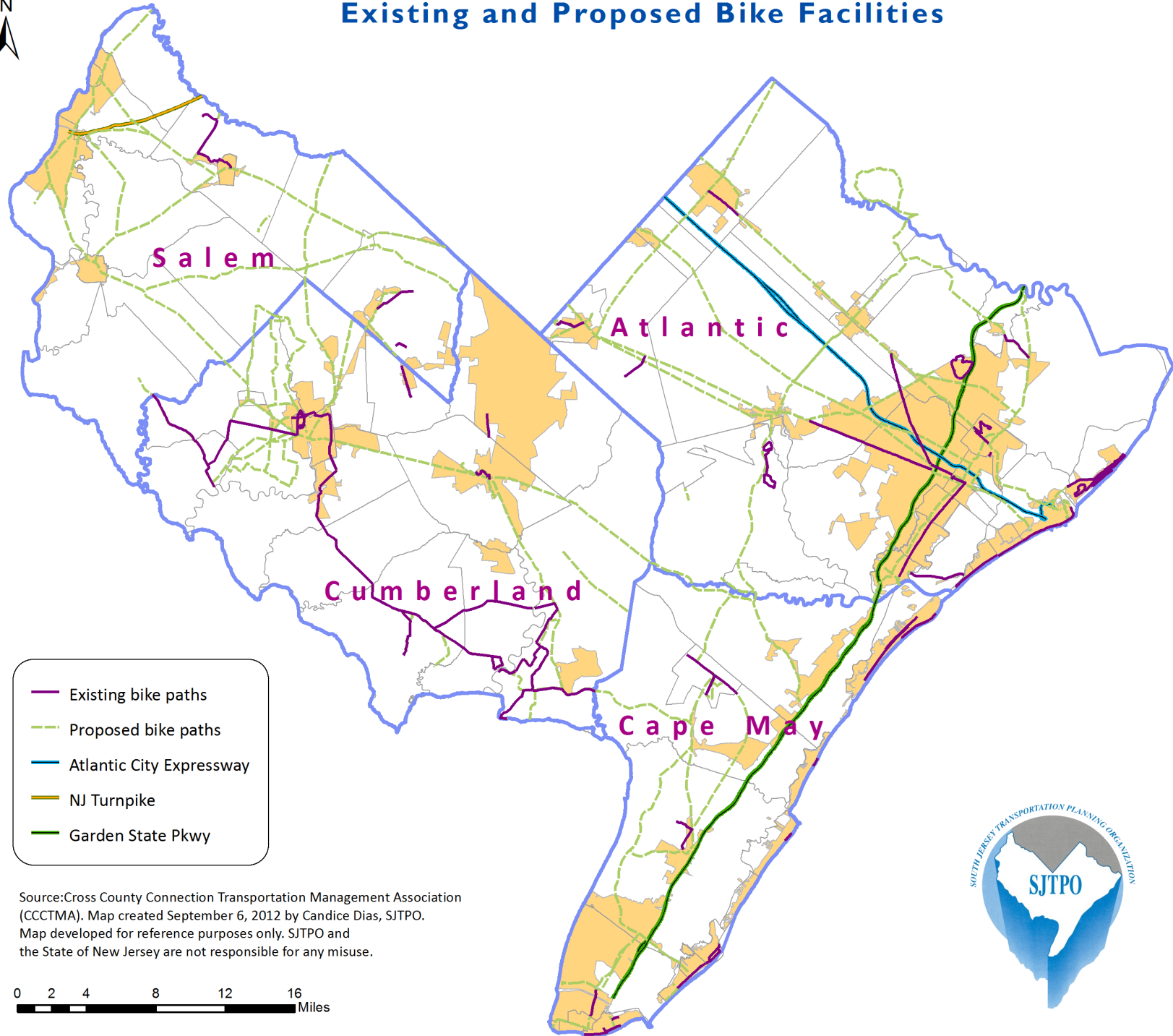
NJ Transit, [www.njtransit.com](http://www.njtransit.com)

NJDOT Ridesharing, [www.nj.gov/transportation/commuter/rideshare/](http://www.nj.gov/transportation/commuter/rideshare/)

NJDOT NJ Commuter, [www.nj.gov/transportation/commuter/](http://www.nj.gov/transportation/commuter/)

Cross County Connection Transportation Management Association,  
[www.driveless.com/gettingaround\\_biking\\_01\\_1072008.htm](http://www.driveless.com/gettingaround_biking_01_1072008.htm)

# Existing and Proposed Bike Facilities



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## Airports

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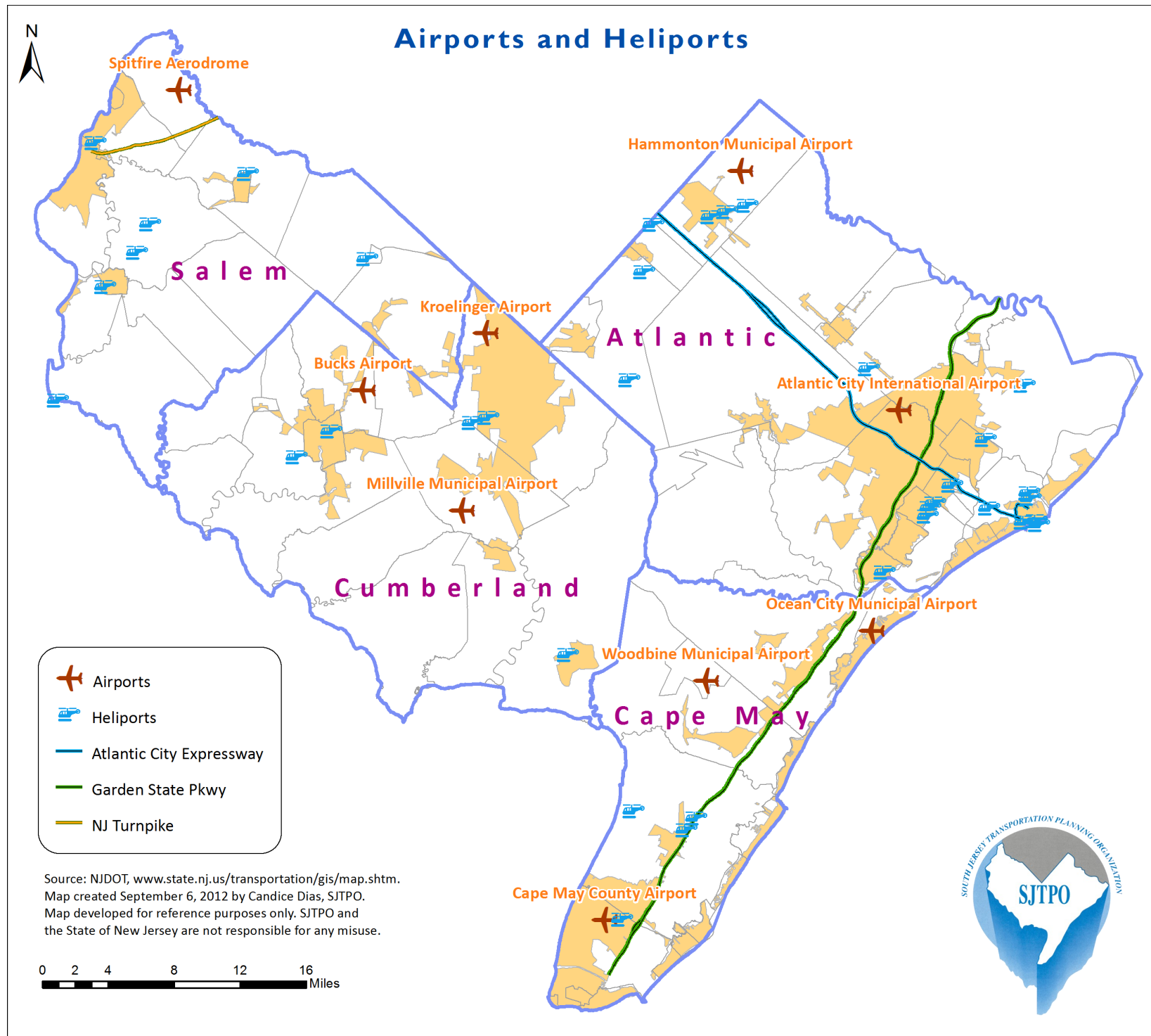
A number of airports are located within the SJTPO region, including Atlantic City Airport, a commercial service airport and several general aviation airports.

The South Jersey Transportation Authority (SJTA), an agency of the State of New Jersey, operates the terminal, runways and related facilities at Atlantic City International Airport (ACY). The Federal Aviation Administration William J. Hughes Technical Center and New Jersey Air National Guard are located at the airport. ACY is located 10 miles from downtown Atlantic City, a gaming and resort community that attracts millions of visitors annually. The airport is situated adjacent to the Atlantic City Expressway, which runs from Atlantic City to the Philadelphia metropolitan region, and intersects with the Garden State Parkway.

In addition to Atlantic City International Airport, the SJTPO region is home to several smaller publicly and privately owned and operated airports including Spitfire Aerodrome (formerly Oldmans Airport) and Millville Municipal Airport. These general aviation airports serve private passenger, agricultural, and/or commercial charter and freight aircraft.

Airports	Location	County
Atlantic City International Airport	Atlantic City	Atlantic
Buck's	Bridgeton	Cumberland
Cape May	Wildwood	Cape May
Hammonton Municipal	Hammonton	Atlantic
Kroelinger	Vineland	Cumberland
Millville Municipal	Millville	Cumberland
Ocean City	Ocean City	Cape May
Spitfire Aerodrome (formerly Oldmans)	Oldmans Twp	Salem
Vineland-Downstown (serves Vineland, but is not located within municipal boundaries)		Gloucester
Woodbine Municipal	Woodbine	Cape May

Source: NJDOT, [www.state.nj.us/transportation/airwater/aviation/](http://www.state.nj.us/transportation/airwater/aviation/).



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## Open Space and Environmentally Sensitive Areas

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Open Space lands are protected by federal, state, county or municipal law for the purpose of preserving open space. The SJTPO region has over 399,692 acres of preserved open space considered state parks, local parks or wildlife refuges. The majority of this land is administered by the NJ Parks and Forestry Department and the NJ Fish and Wildlife Agency.

Not included as open space is preserved farm land. The SJTPO region contains 53,704 acres of preserved farm land, distributed through the region as shown, below.

County	Preserved Farmland (Acres)
Atlantic	5,105
Cape May	2,635
Cumberland	16,546
Salem	29,418

Source: NJ State Agriculture Development Committee (SADC), [www.nj.gov/agriculture/sadc/farmpreserve/progress/stats/](http://www.nj.gov/agriculture/sadc/farmpreserve/progress/stats/)

### CAFRA

In addition, as can be seen in the accompanying map, a large part of the region falls under the protection of the Coastal Area Facilities Review Act area (CAFRA). CAFRA is intended to regulate development in coastal areas so that damage to fragile ecosystems is minimized.

### Pinelands Management Area

The Pinelands is a National Reserve that is managed by the New Jersey Pinelands Commission. The Pinelands is the largest tract of open space on the mid-Atlantic coast. The Pinelands Comprehensive Management Plan protects the reserve and provides guidance for development in the Pinelands Management Area.

#### Additional resources

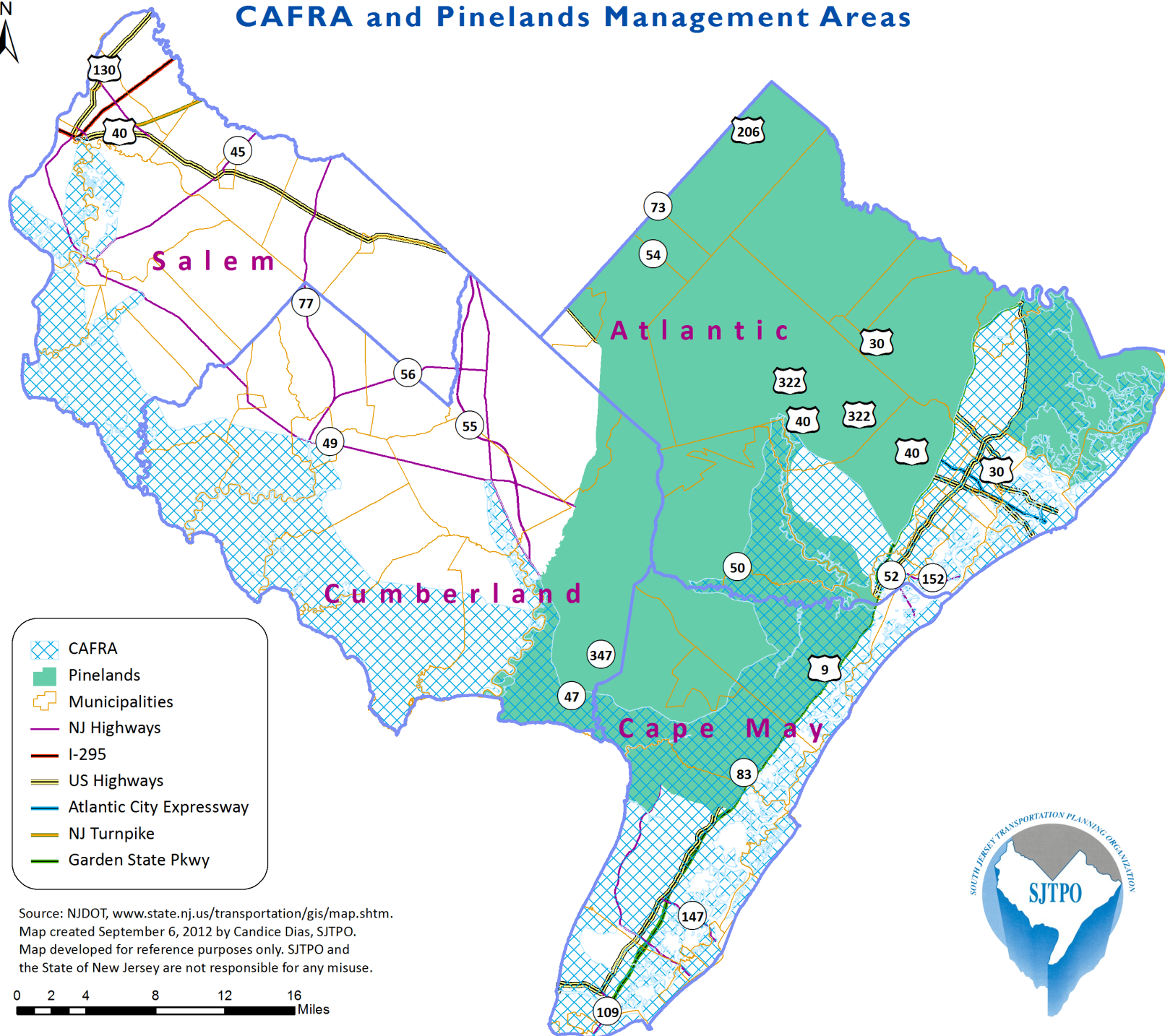
NJ Farmland Preservation Program, [www.nj.gov/agriculture/sadc/](http://www.nj.gov/agriculture/sadc/)

CAFRA, [www.nj.gov/deplanduse/coast.html](http://www.nj.gov/deplanduse/coast.html)

NJ Pinelands Commission, <http://nj.gov/pinelands/>



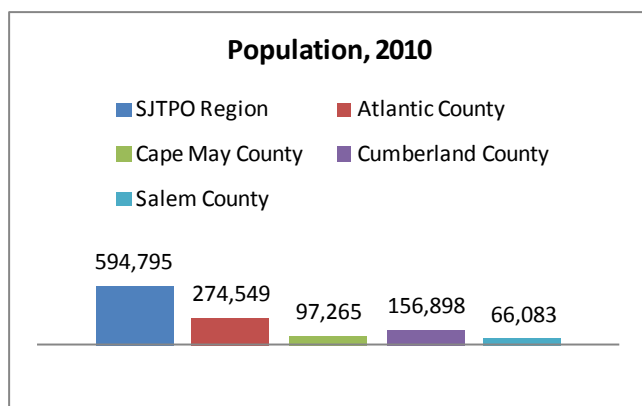
## CAFRA and Pinelands Management Areas





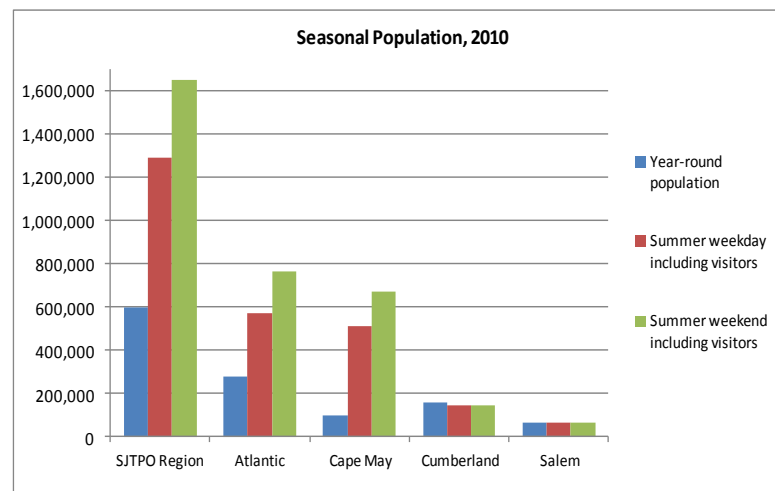
## Regional demographic context

The current year-round population of the SJTPO region is 594,795, 46.2% of whom live in Atlantic County, as shown below.



The nature of tourism in the region, however, means that the population fluctuates widely depending on the time of year and even time of week. The regional summer weekend population almost doubles to 1,648,293. Almost all of this population influx is to Atlantic County and Cape May County: Atlantic County's population nearly doubles to 767,337 while the Cape May County population increases six-fold to 672,893.

	Year-round population	Summer weekend population, including visitors	Percentage change
Atlantic County	274,549	767,337	179%
Cape May County	97,265	672,893	592%

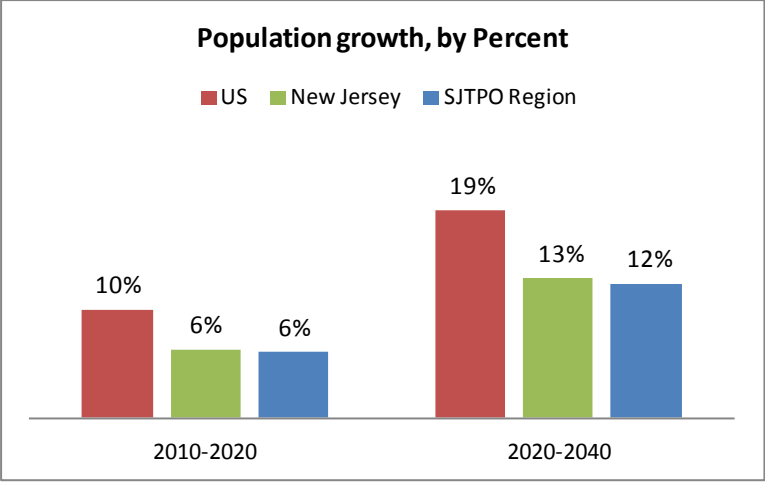
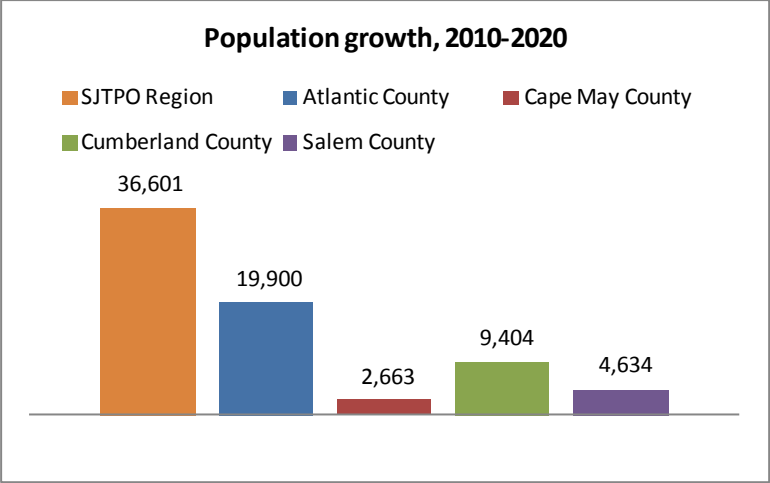


These rapid weekly and seasonal population changes can increase the stress on the regional transportation network and create regionally specific patterns of congestion. Seasonal changes are similarly concentrated in these two counties.

Overall population growth in the region averaged 0.52% per year between 2000 and 2010 and is projected to increase slightly to 0.62% per year between 2010 and 2040.

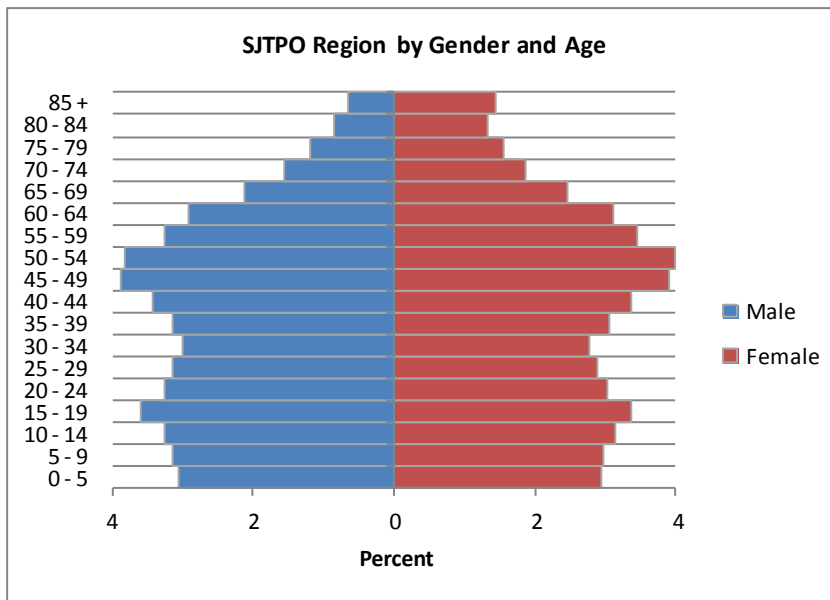
In absolute numbers, this means that 115,459 residents will be added to the four counties between 2010 and 2040. Consistent with past growth, Atlantic County is projected to add the most residents in both decades, followed by Cumberland County.

Over the next 30 years, the SJTPO region is expected to grow at a significantly slower rate than the country as a whole, but the region will keep pace with population growth within the state of New Jersey.



Due to the prevalence of second homes at the shore, it is expected that there will be a significant increase in the residents over 60 years old as retirees move to their second homes permanently. This trend will be especially prominent in Cape May County due to its high seasonal population gain.

In the SJTPO region overall, the current population distribution by age and gender is shown in the population pyramid, below.



Data source: U.S. Census Bureau, 2010 Decennial Census.

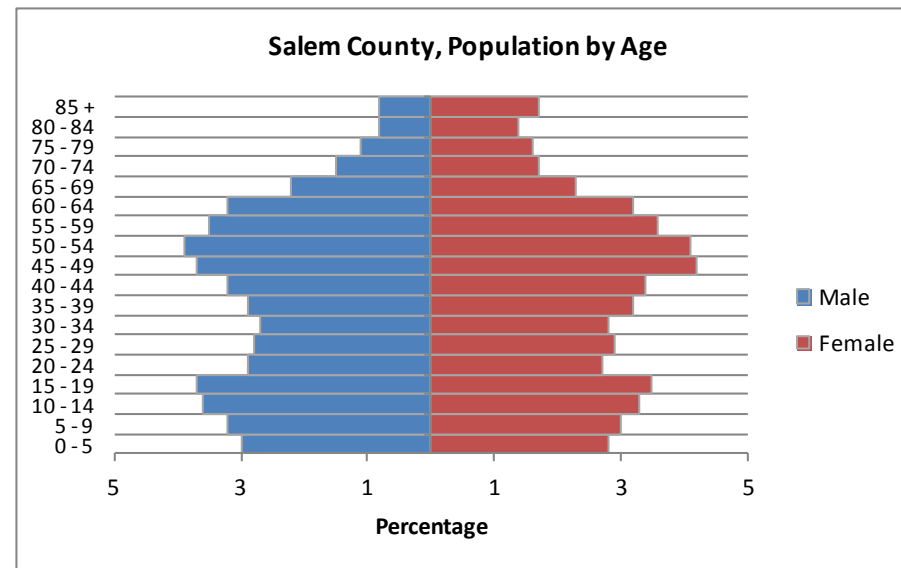
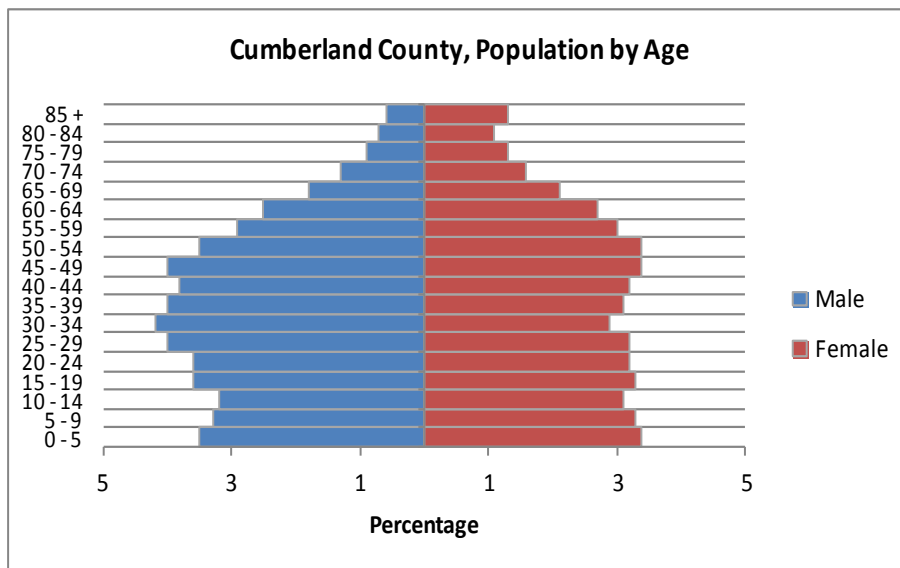
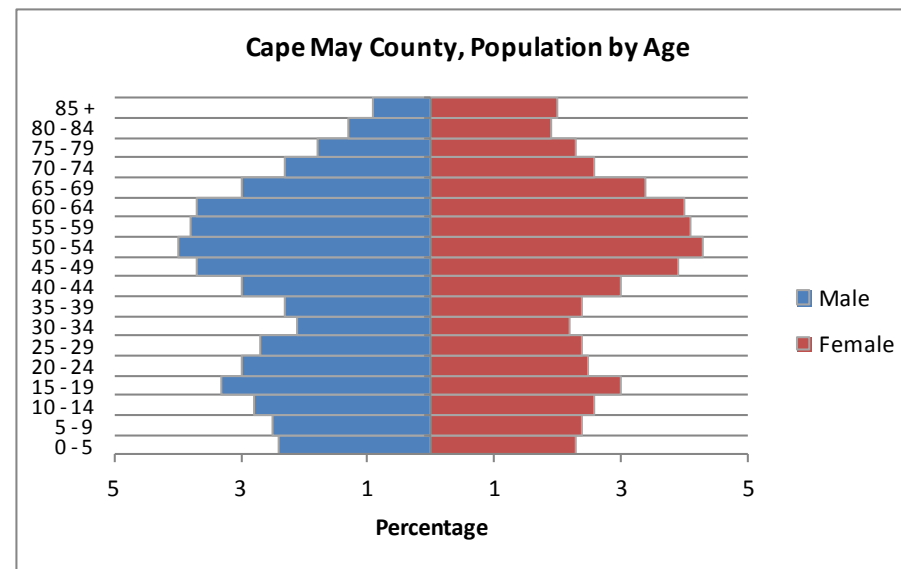
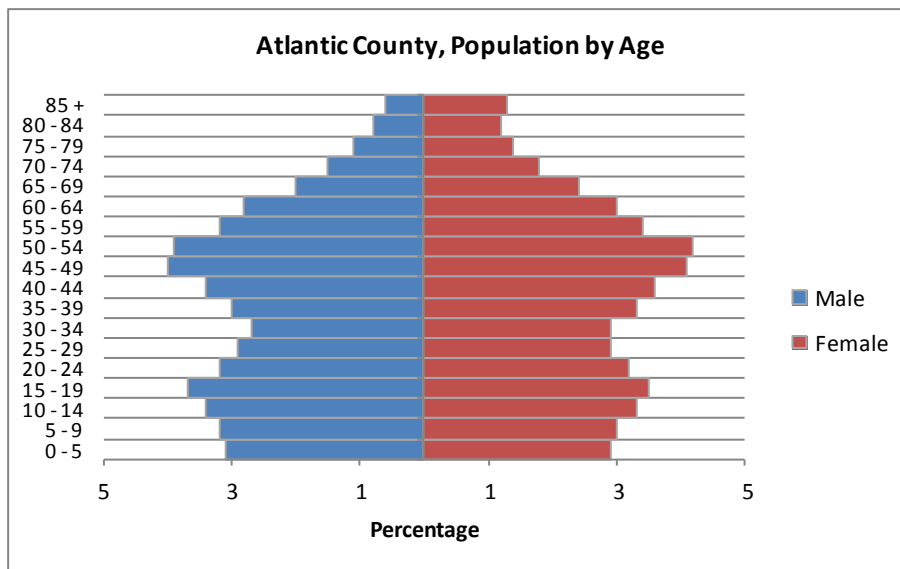
On a regional level, the population distribution offers some balance: the largest component of the population is formed by working age adults whose employment and other activities generate economic activity and provide a resource base for the old and the young who are likely to require greater resources than other age cohorts. However, there is significant variation in the population distribution and its implications within each county.

On the opposite page, the population pyramids for each county show the distribution by age and gender. In Atlantic County, the largest cohorts for both the male and female population is between the ages of 45 and 54; followed by the 15 to 19 year old cohort. In line with national trends, in the cohorts 75 years old and older, since women have greater longevity, the gender distribution changes and there more women than men.

The population pyramid for Cape May County illustrates that it is an attractive destination for retirees or those near retirement. The Cape May County population is older, with the largest cohorts lying between the ages of 50 to 64 years old with smaller cohorts of children, under 10 years old. As can be expected in an aging county, there is a significantly higher proportion of women than men in the elderly age groups. The population of young working adults and adolescents and children (who will comprise the future working population) is smaller than older and elderly adults, suggesting that both currently and in the future, the population that generates the bulk of economic activity is disproportionately small.

Population trends in Cumberland County differ from the three other counties in that its residents skew towards working age adults and children, with more males in each group. This may be due to the agricultural orientation of the county. Unlike Atlantic and Cape May Counties, tourism is not a significant industry in Cumberland County; instead it has a strong dependence on the agriculture sector which uses farm labor. Linked to this, Cumberland County has experienced a significant increase in migrant laborers from Spanish-speaking countries; these populations are younger and have children.

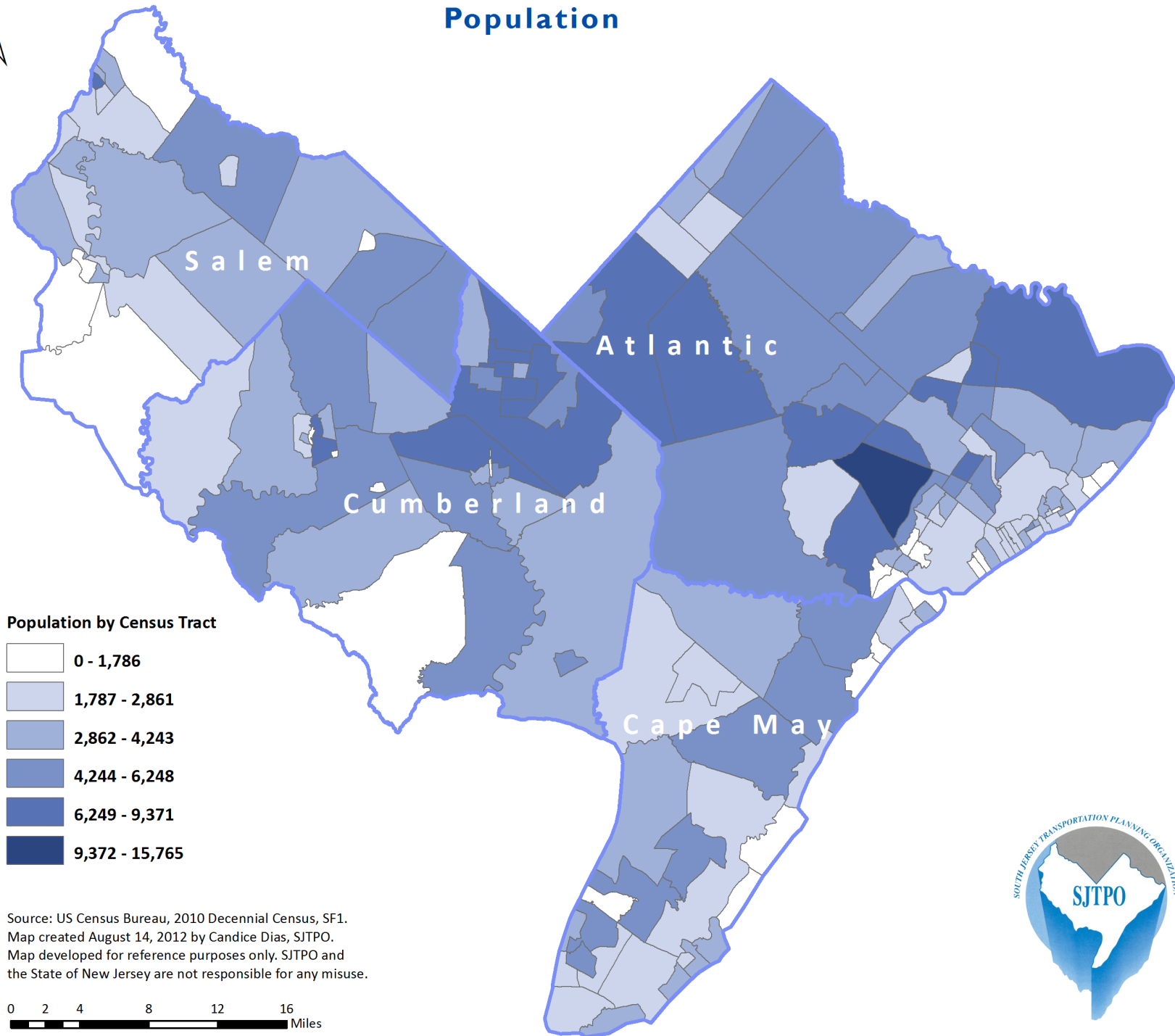
The population distribution in Salem County is similar to Atlantic County. The largest cohorts are between the ages of 45 and 54, indicating that working age population is older. Over the next twenty years these cohorts will be moving into retirement, aging the County and leaving a smaller workforce. Proportionally, younger adults, 20 to 34 years old are the second smallest age group.



Data source for all counties U.S. Census Bureau, 2010 Decennial Census.

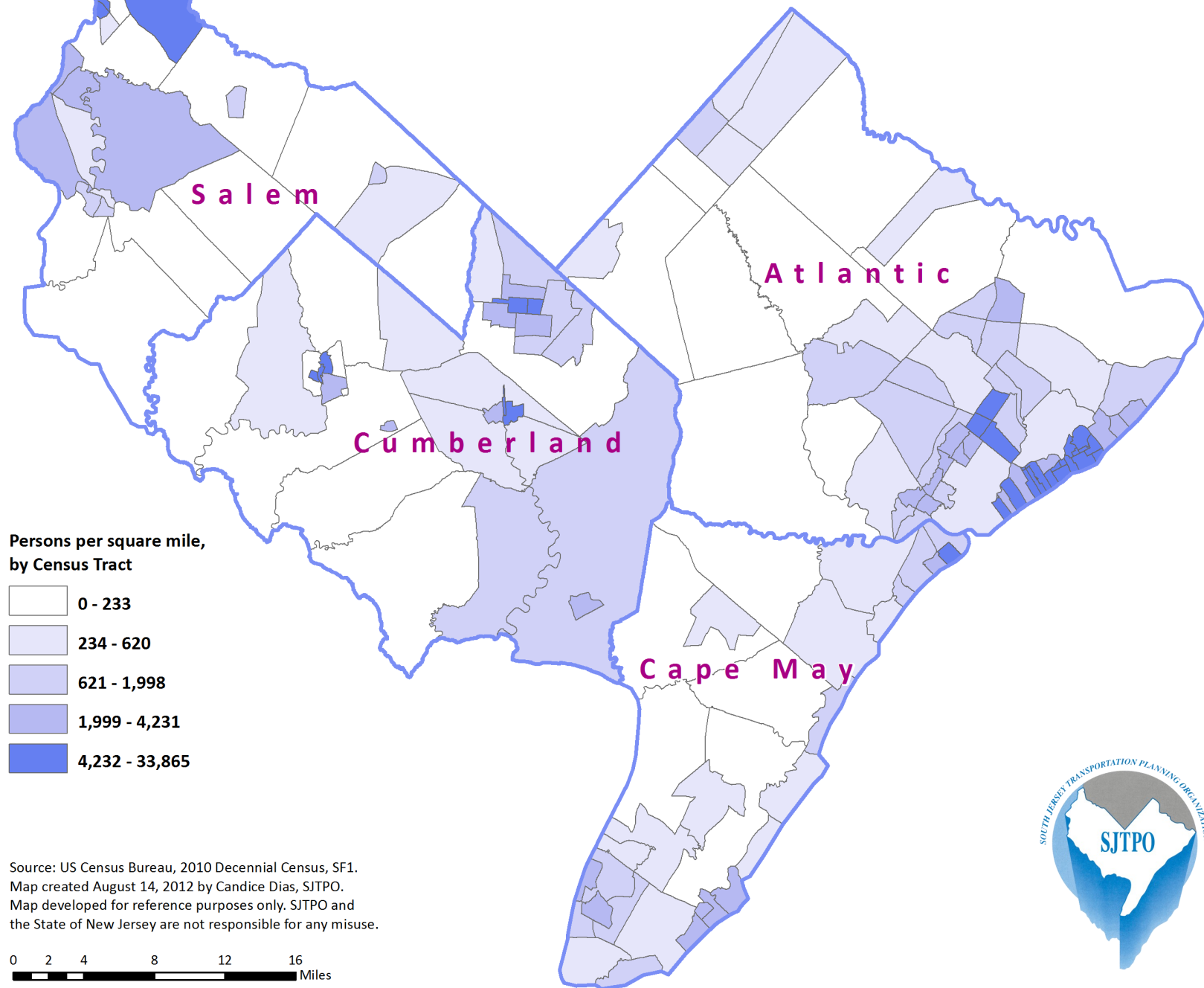


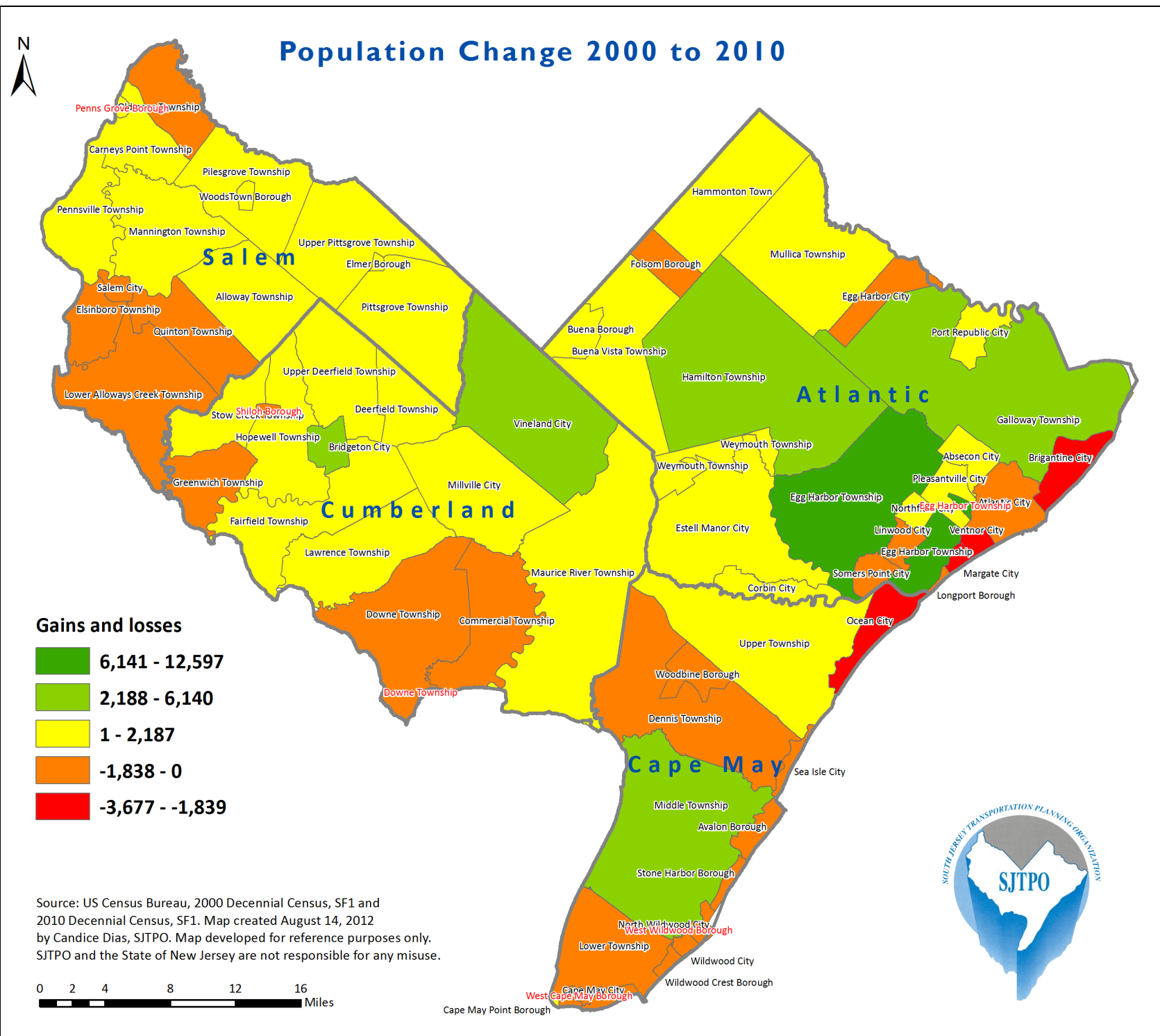
## Population





## Population Density, 2010

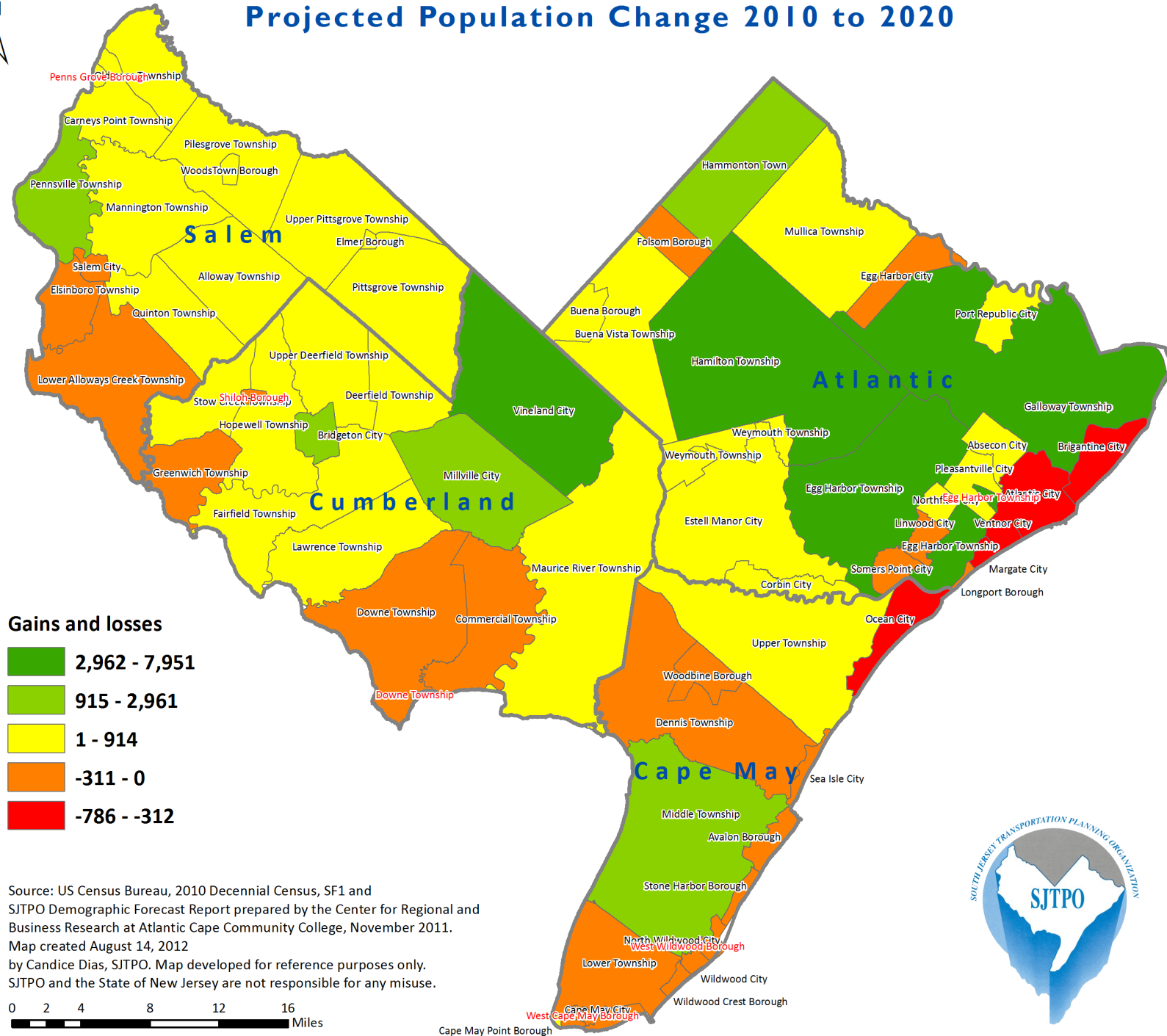








# Projected Population Change 2010 to 2020



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## Environmental Justice

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The planning process must pay special attention to issues of environmental justice in order to comply with the mandates of Title VI of the Civil Rights Act of 1964, Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994 and FHWA guidelines on environmental justice.

However, SJTPO recognizes that the intent of environmental justice is to ensure the inclusion of minority, low-income and other disadvantaged populations in the planning process. As such, SJTPO has added three additional population groups to its environmental justice considerations: the elderly (any individual age 65 years old and over); zero-vehicle households; and limited-English proficiency (LEP) populations.

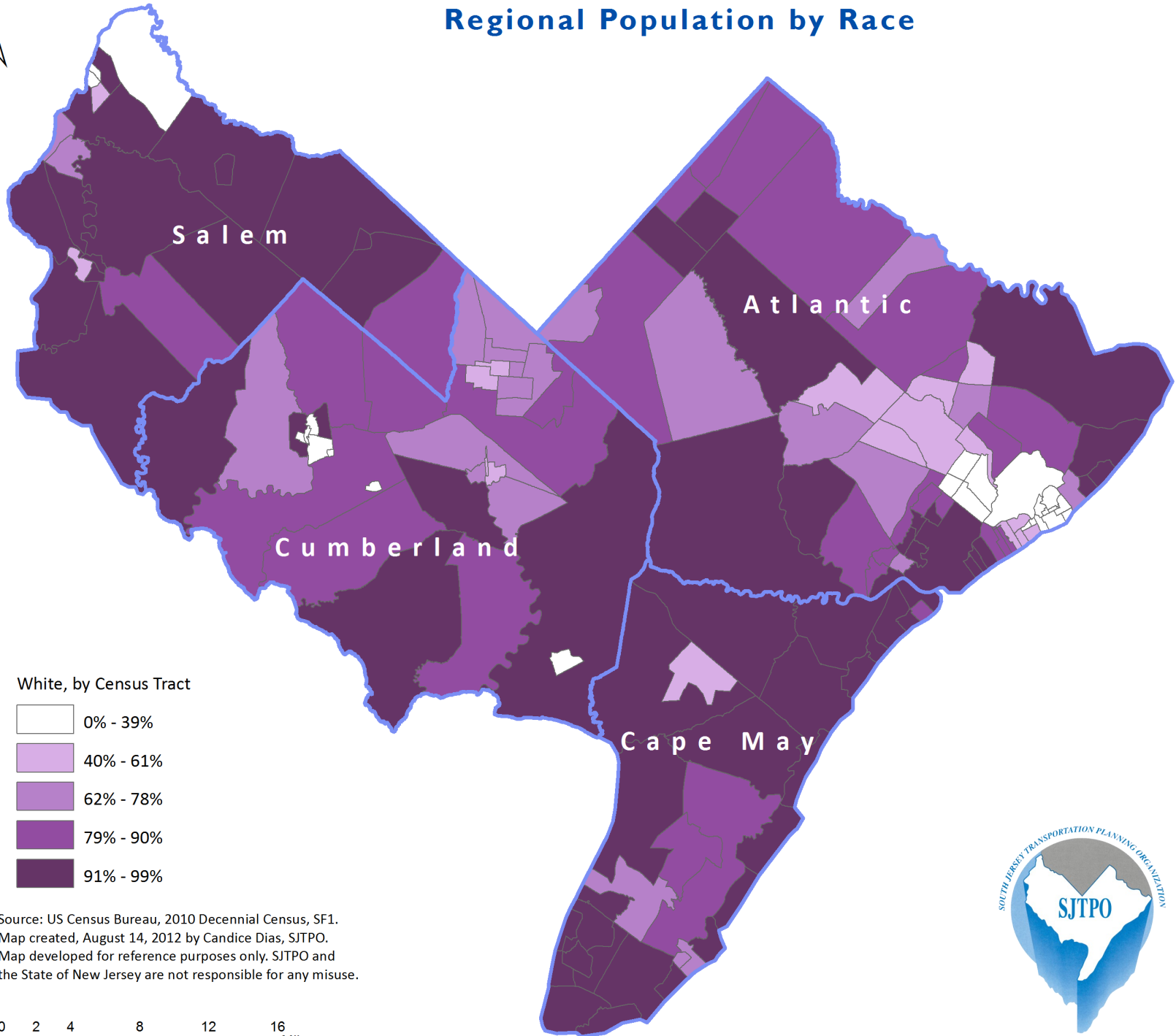
The SJTPO uses the three fundamental environmental justice principles outlined by FHWA:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

### *Additional resources*

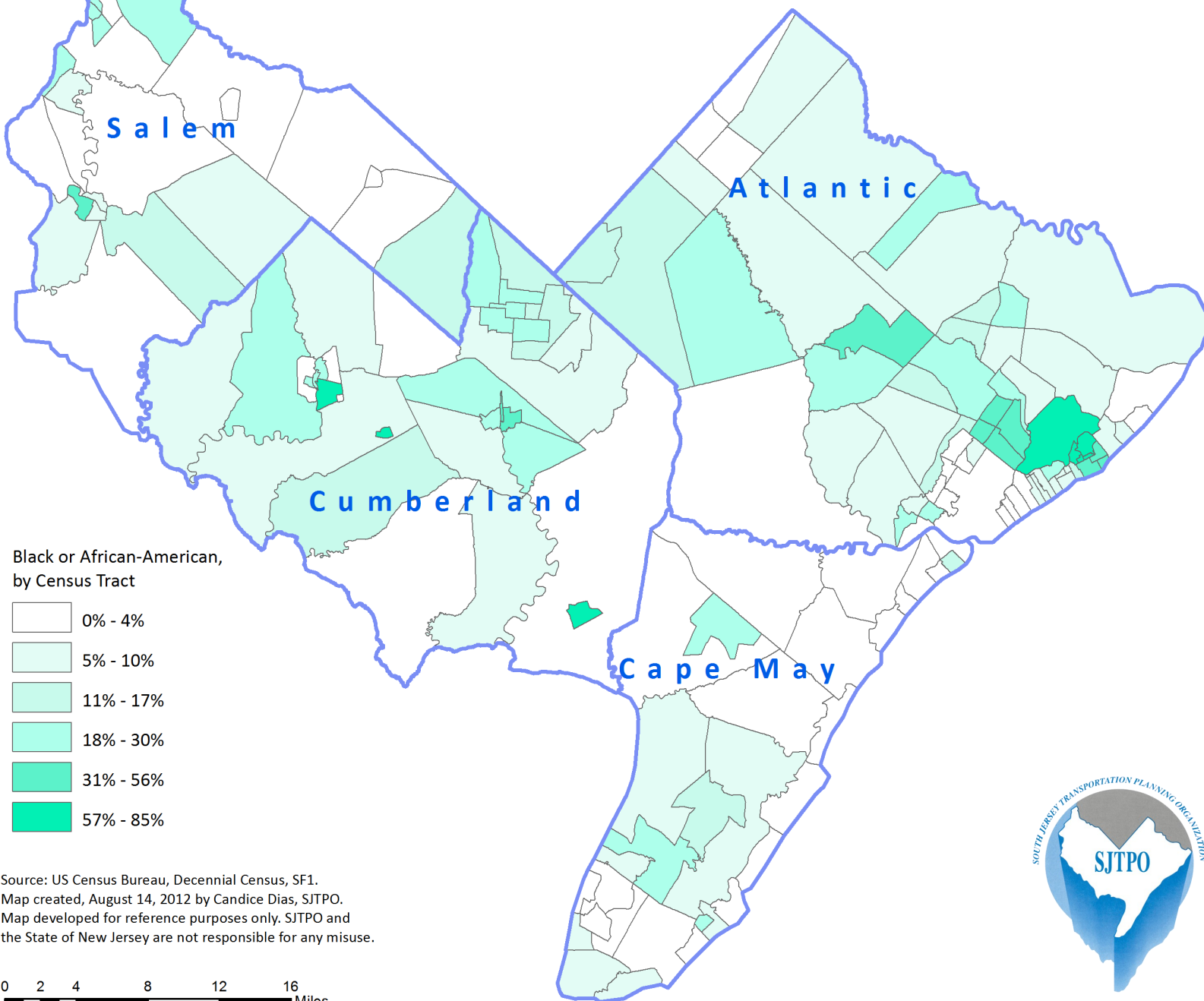
USDOT FHWA Environmental Justice, [www.fhwa.dot.gov/environment/environmental\\_justice/](http://www.fhwa.dot.gov/environment/environmental_justice/)  
FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations , [www.fhwa.dot.gov/legsregs/directives/orders/664023a.htm](http://www.fhwa.dot.gov/legsregs/directives/orders/664023a.htm)  
SJTPO Environmental Justice Report, [www.sjtpo.org/Publications.html](http://www.sjtpo.org/Publications.html)

# Regional Population by Race



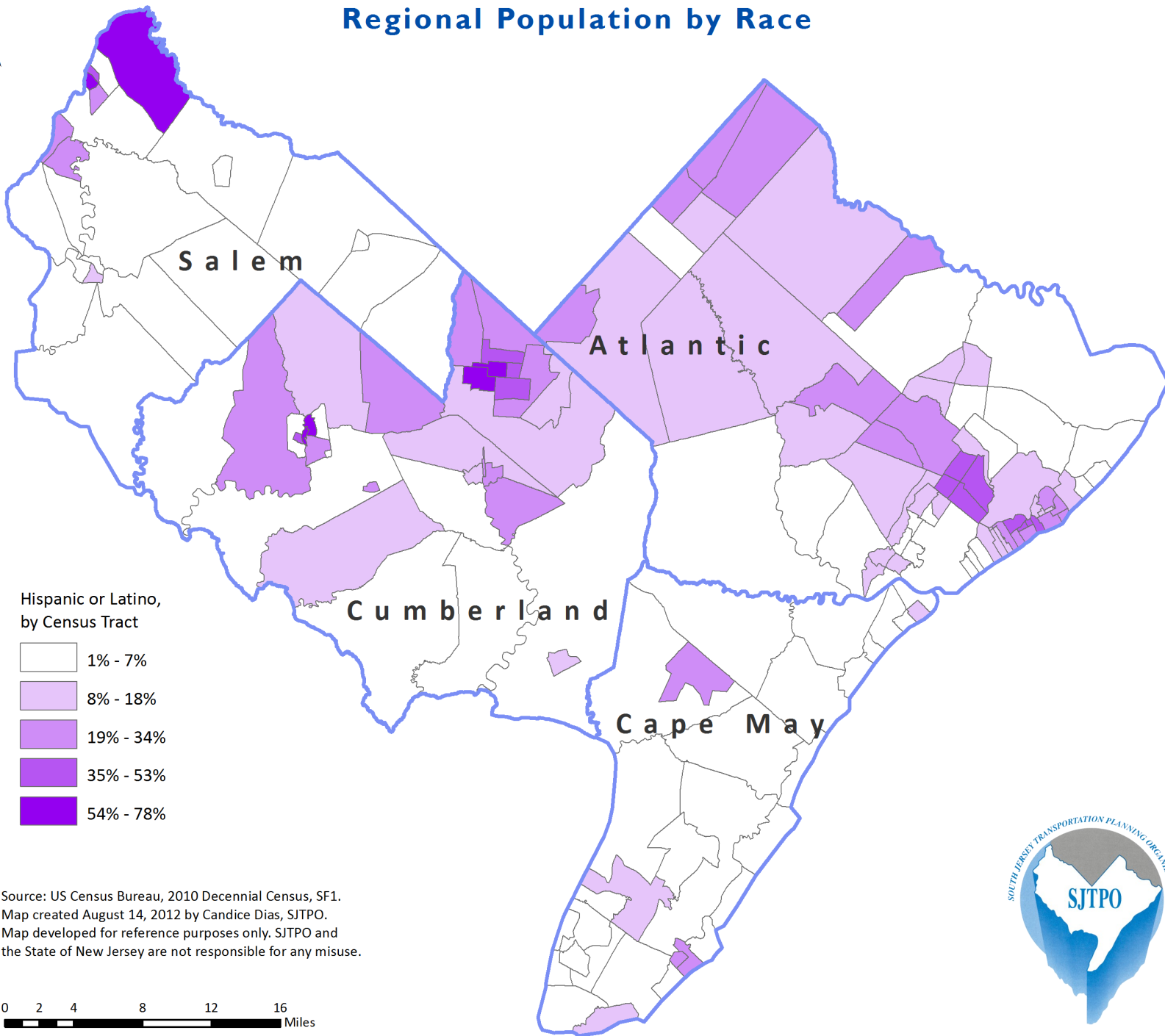


## Regional Population by Race



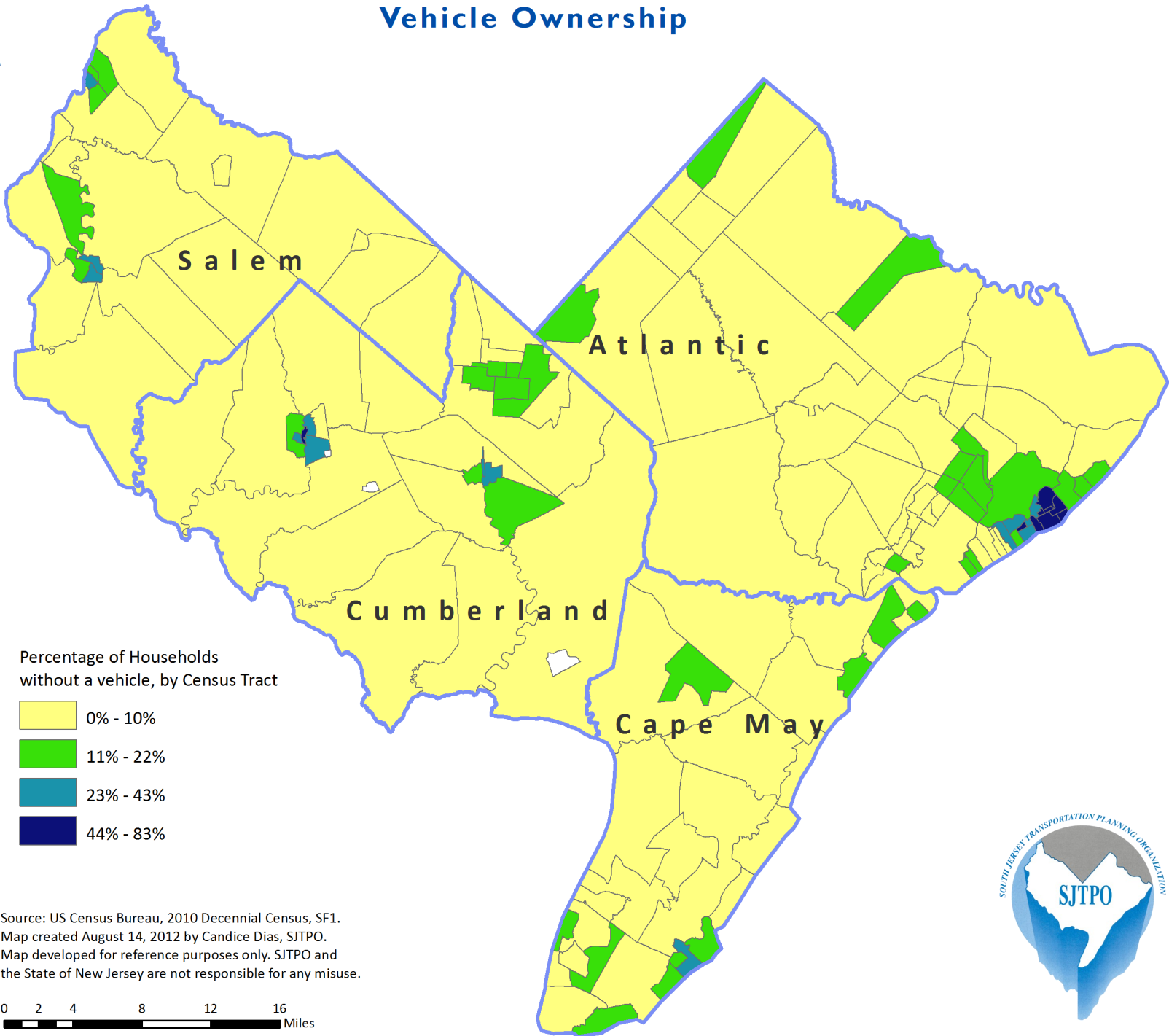


## Regional Population by Race



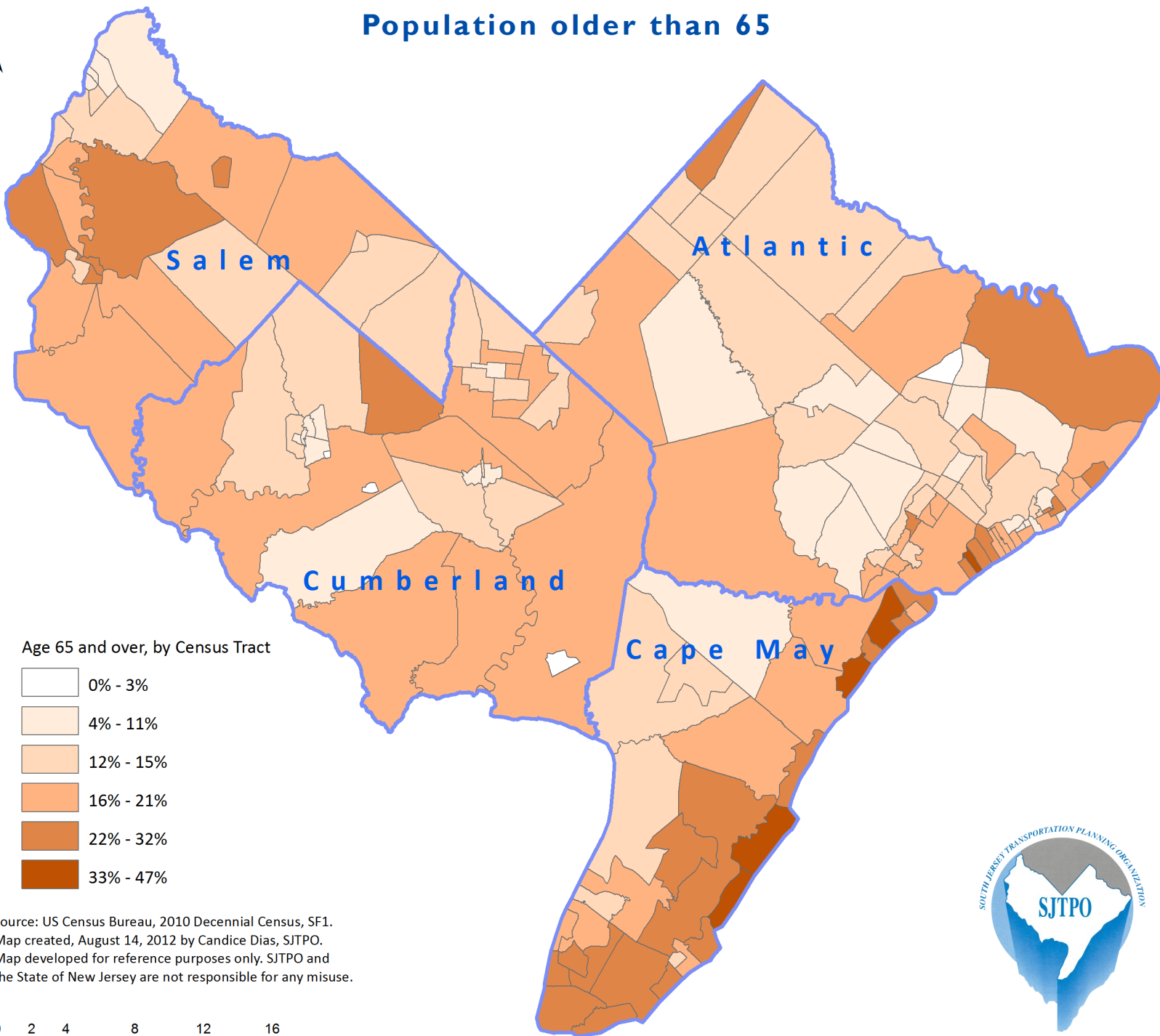


## Vehicle Ownership





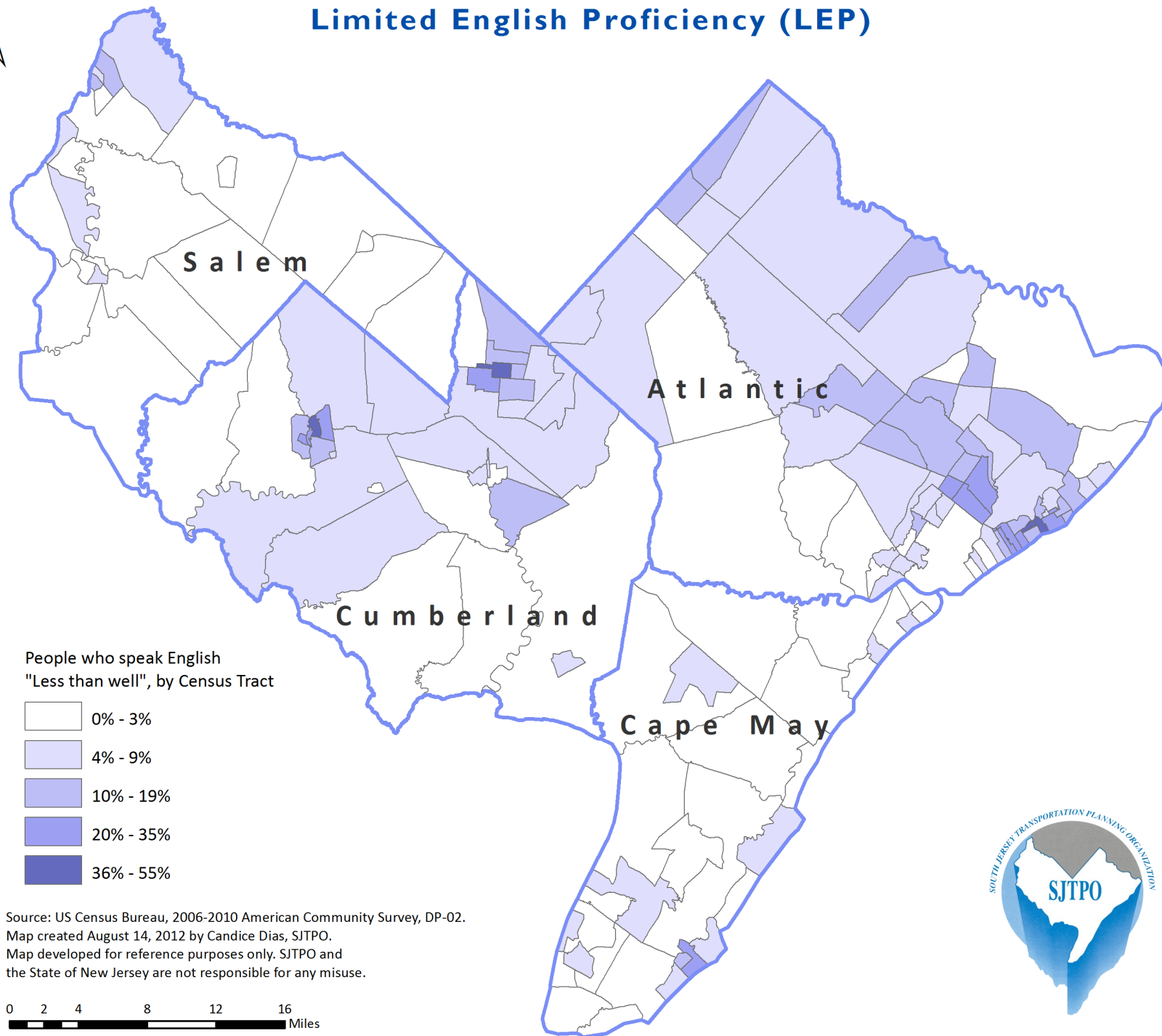
## Population older than 65







## Limited English Proficiency (LEP)



## Economic context

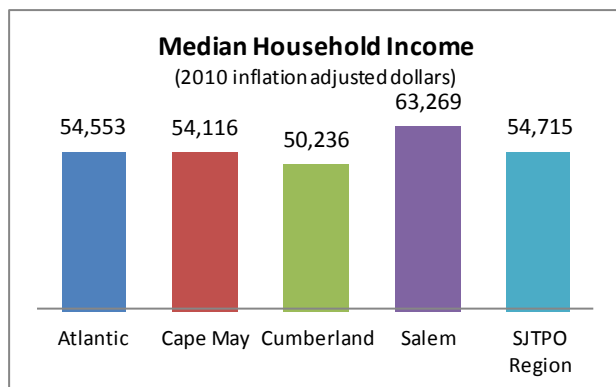
In addition to being more rural than the rest of the state of New Jersey, the SJTPO region is characterized by the dominance of tourism and tourism-related services. The greatest concentration of employment is in Atlantic City where casino-related tourism is the major employment sector. As the chart on the next page shows, in 2010 the largest sector was accommodation and food services, followed by government, and retail trade. The retail trade and accommodation and food services sectors are largely tourism-related. A demographic forecast report commissioned by SJTPO anticipates that these sectors will continue to be the major source of jobs into 2040.

The employment profile of each county shows some variation, as can be seen on page 36. In Atlantic County, accommodation and food services, as well as retail provide the largest number of jobs, followed by government. These sectors also dominate in Cape May County, but as might be expected given the prevalence of second homes and its aging population, real estate and health care are also prominent employers. In Cumberland County, the

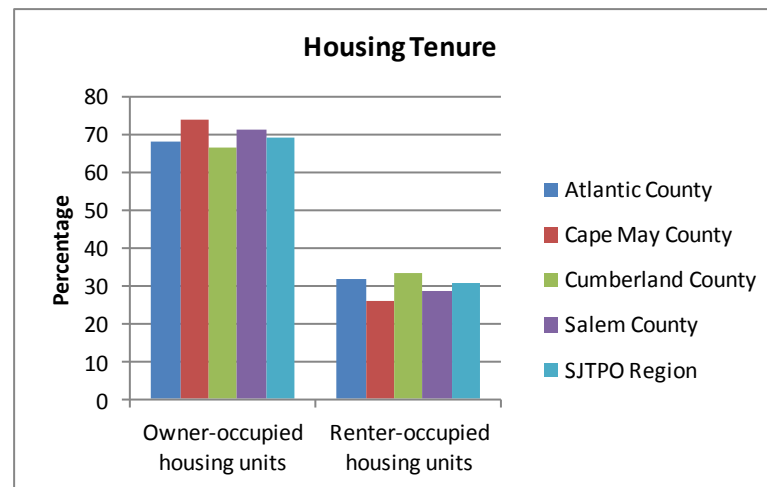
least tourist oriented county of the SJTPO region, accommodation and food services is only the eighth largest employer. Cumberland instead has a strong manufacturing base, as well as health sector, with government and retail providing the most jobs. Salem County is similarly dominated by government, manufacturing and retail, although Salem County is the least diversified in terms of employment sectors.

The median household income in the region, based on the U.S. Census Bureau, 2006-2010 American Community Survey, is \$54,715. Note that this is income per household, not per capita and household sizes may vary. The median household income per census tract is shown in the map on page 37.

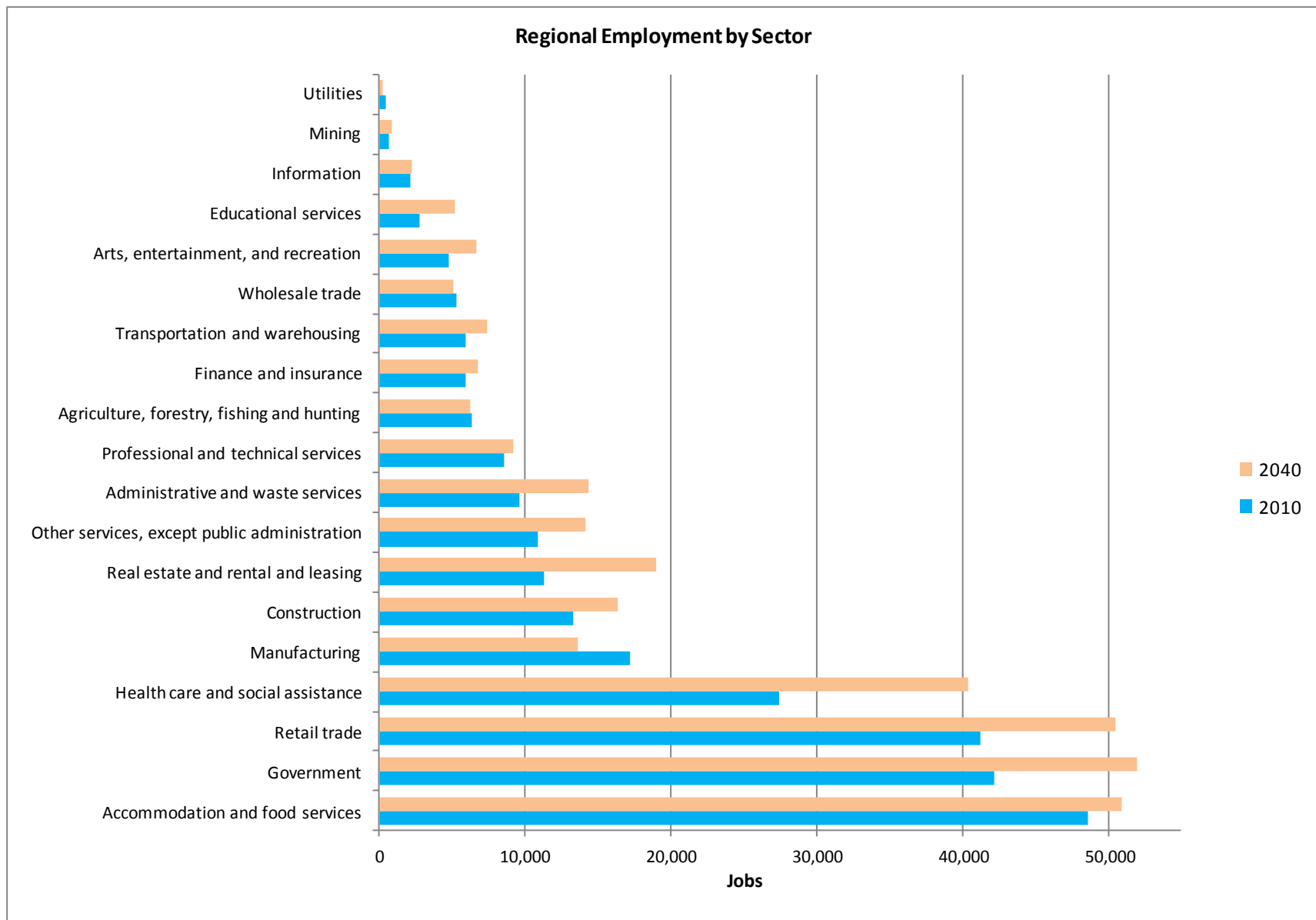
Most residents own their homes, although a substantial percentage of residents are renters. Over 30% of residents in the counties of Atlantic and Cumberland rent.



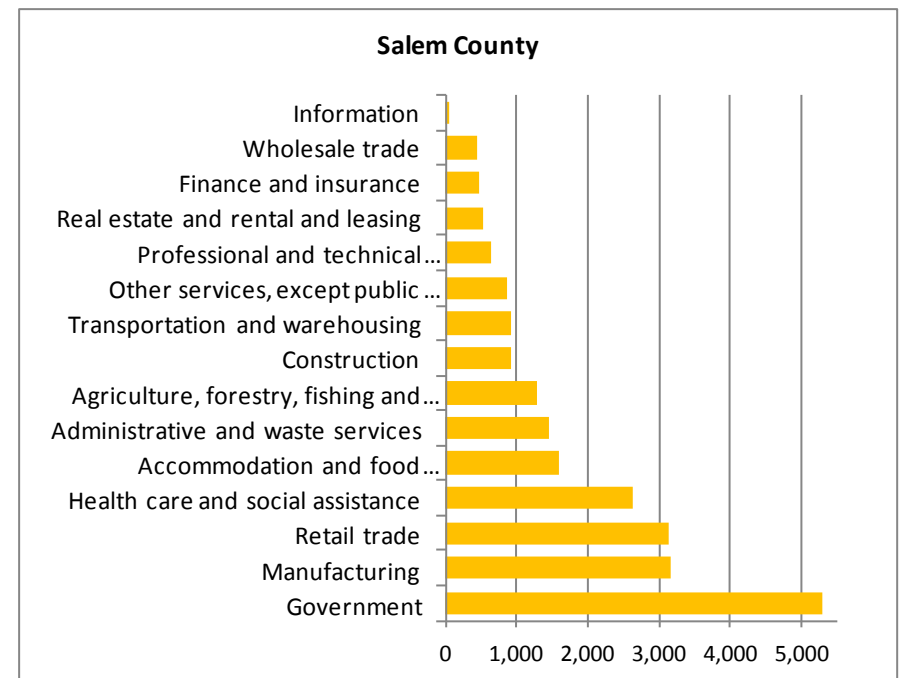
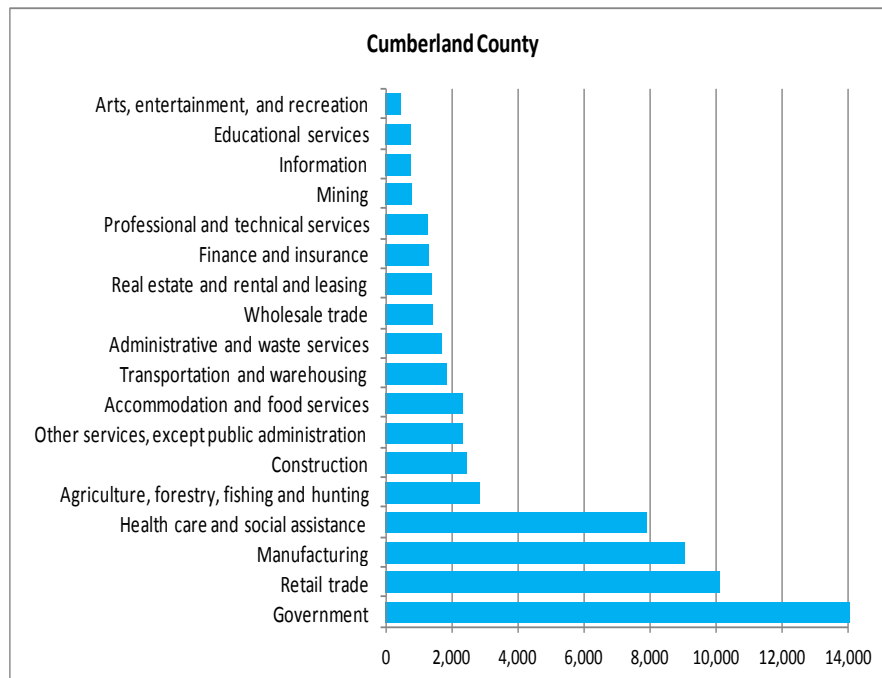
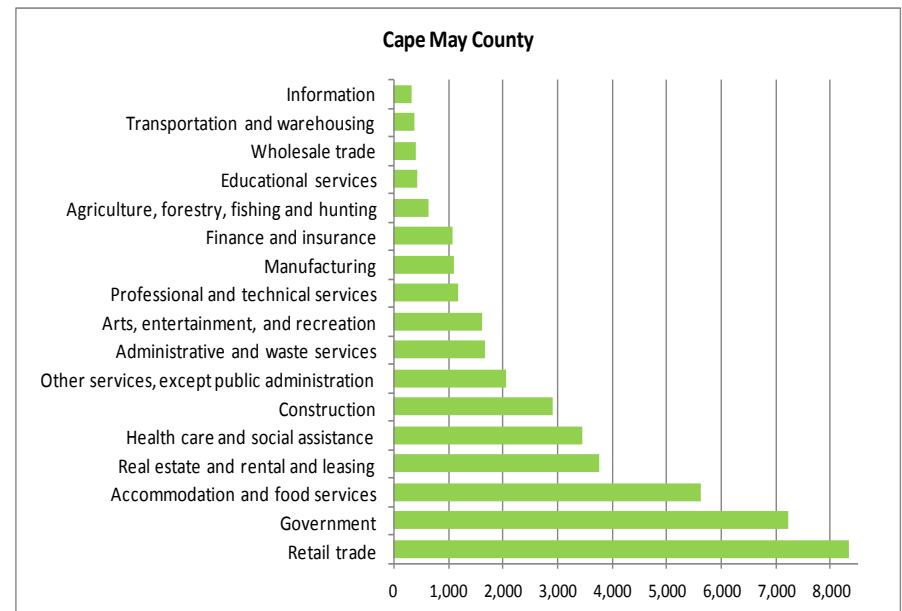
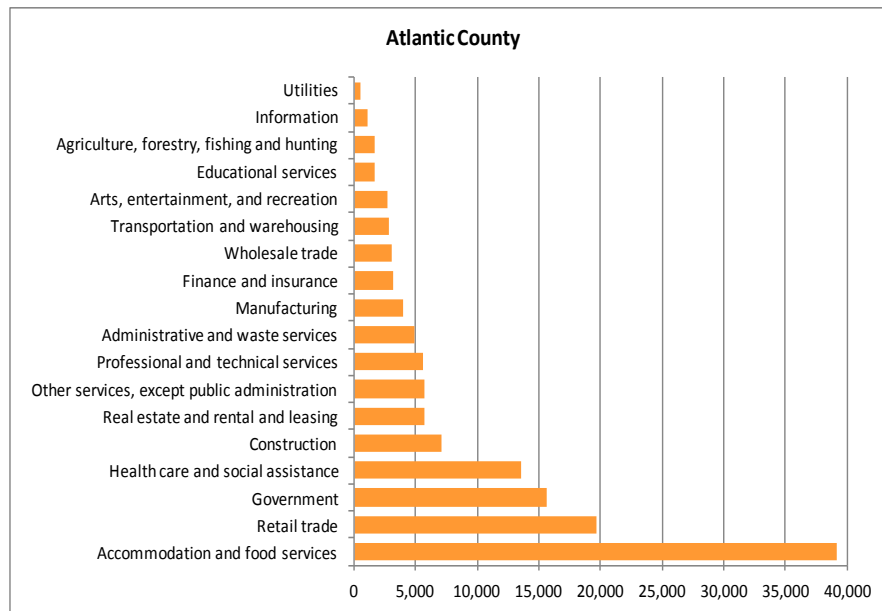
Source: U.S. Census Bureau, 2006-2010 American Community Survey, S1903. Median income is in 2010 inflation-adjusted dollars



Source: U.S. Census Bureau, 2010 Decennial Census.



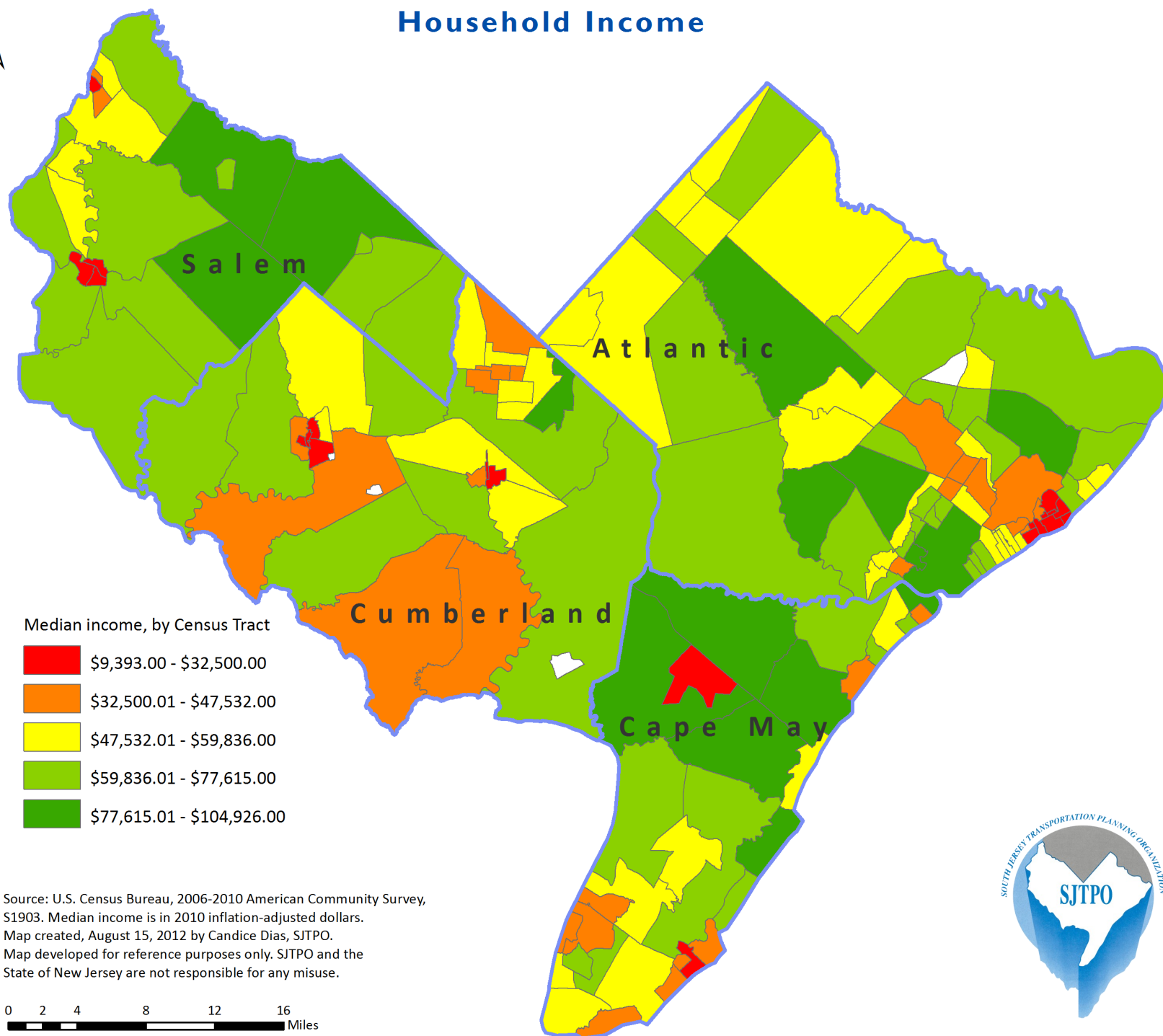
Source: *SJTPO Demographic Forecast Report* prepared by the Center for Regional and Business Research at Atlantic Cape Community College, November 2011, using 2007 NAICS classifications.



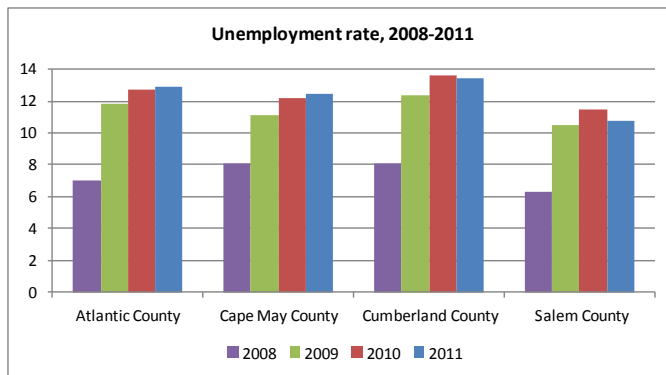
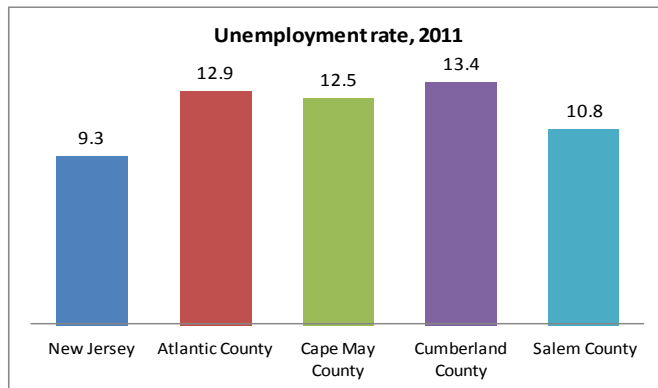
Source: *SJTPO Demographic Forecast Report* prepared by the Center for Regional and Business Research at Atlantic Cape Community College, November 2011, using 2007 NAICS classifications.



## Household Income



Like the nation as a whole, the SJTPO region has experienced high unemployment since 2009. The map on the following page shows estimated unemployment by census tract using estimates from the U.S. Census Bureau's 5 year American Community Survey, 2006-2010. The Bureau of Labor Statistics has released actual data for 2011, for each county, as shown below.



Source: Bureau of Labor Statistics, *Local Area Unemployment Statistics*, [www.bls.gov/lau/](http://www.bls.gov/lau/). Retrieved October 23, 2012.

The counties in the SJTPO region have experienced unemployment rates higher than the state overall. Beginning in 2009, unemployment in Atlantic, Cape May and Cumberland counties has consistently remained above 11%, with a high in Cumberland County of 13.4% in 2011. These rates have been among the highest in the state of New Jersey. The map of 2011 unemployment rates (page 39) shows that the highest unemployment rates are concentrated in the urban areas of Salem City, Bridgeton, Vineland and Atlantic City.

High levels of unemployment suggest that residents of the region have lower incomes and higher rates of poverty. The map on page 40 shows several census tracts where more than 60% of households fall below Federally defined poverty levels\*. As with unemployment, the highest concentration of households below the poverty level tends to be in the major urban centers of the region.

### Additional resources

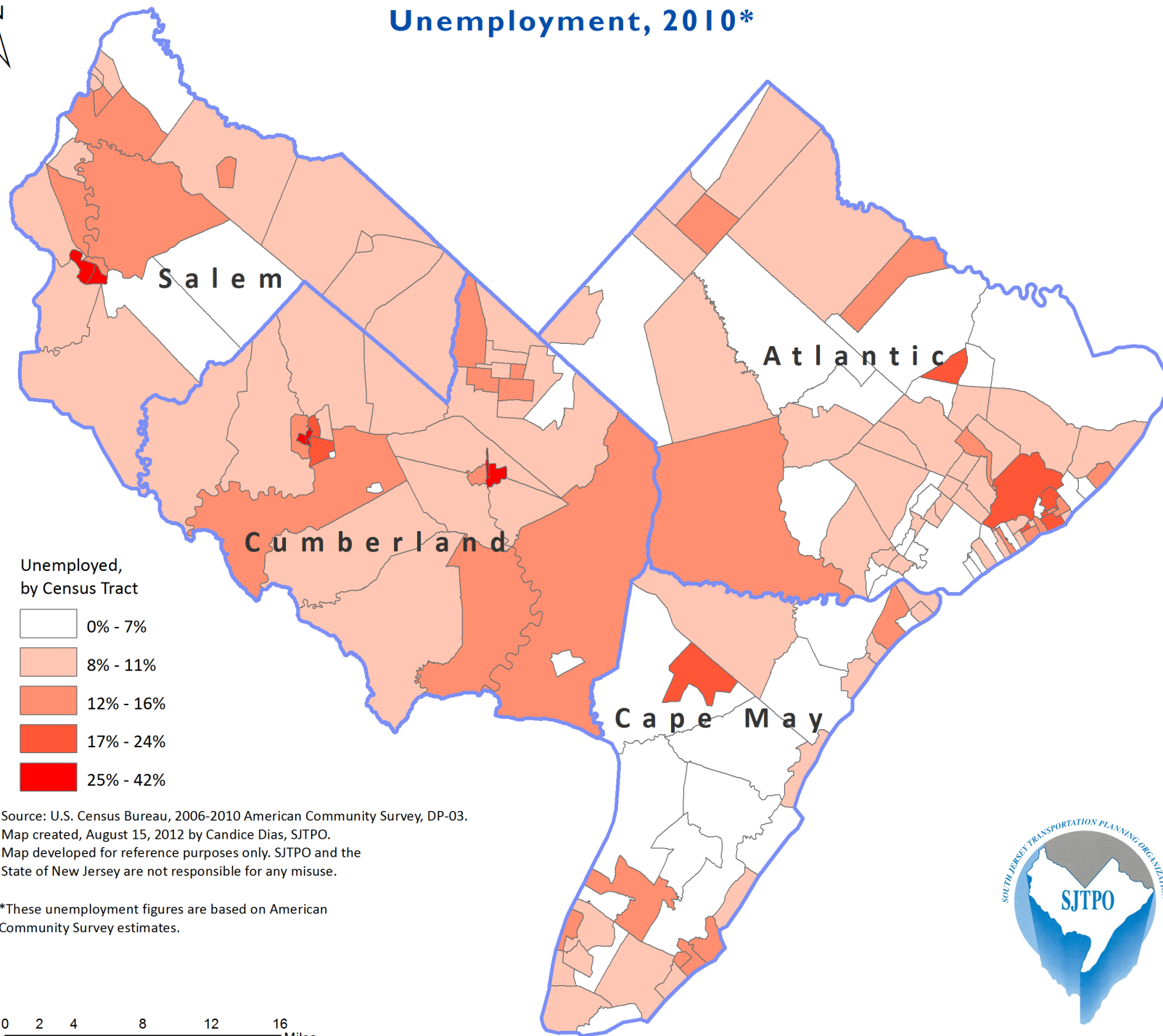
Bureau of Labor Statistics, [www.bls.gov](http://www.bls.gov)

How the Census Bureau Measures Poverty,  
[www.census.gov/hhes/www/poverty/about/overview/measure.html](http://www.census.gov/hhes/www/poverty/about/overview/measure.html)

\*The Federal poverty level is defined by the Office of Management and Budget in Statistical Policy Directive 14. These definitions vary from year to year and depending on household size. For example, for 2010, a household of four including two children is considered below the poverty level if the annual household income is less than \$22,113.



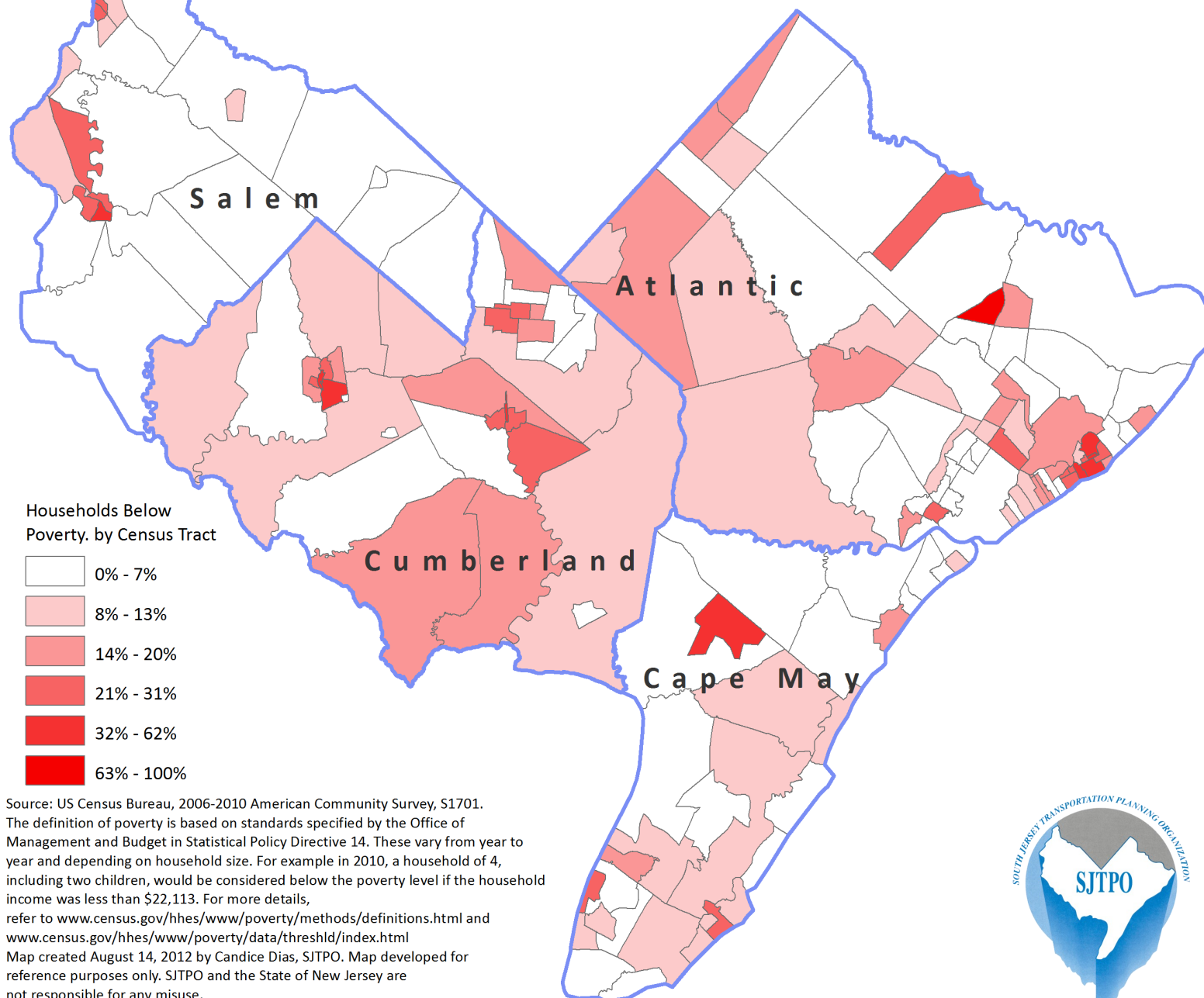
## Unemployment, 2010\*







## Households Below the Poverty Level



0 2 4 8 12 16 Miles



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