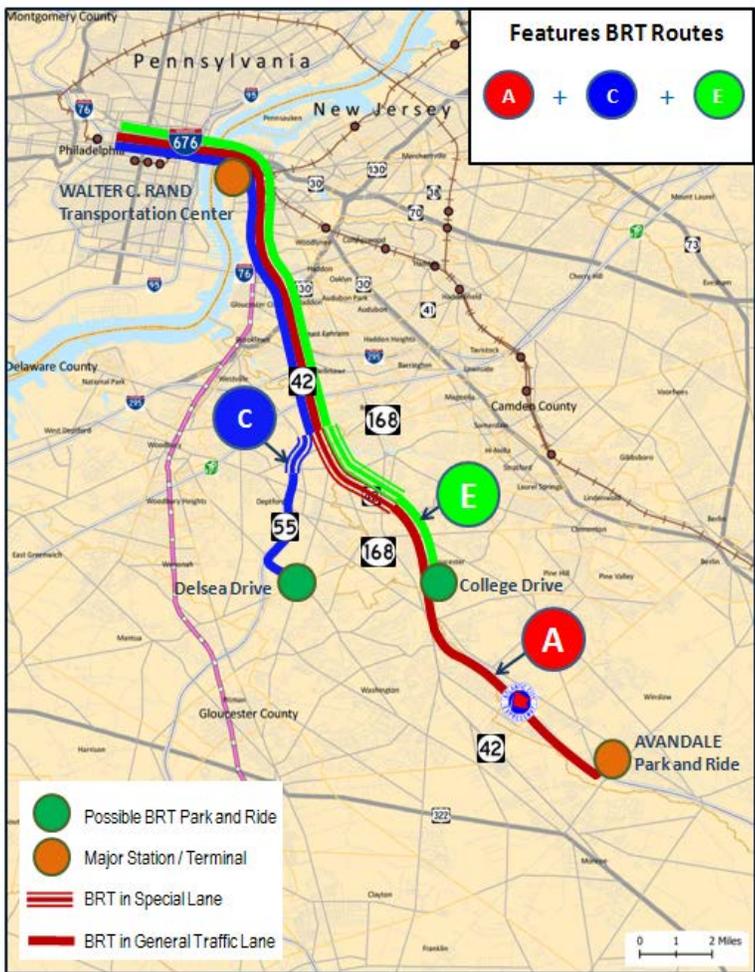


NJ TRANSIT is advancing the federal environmental review for the proposed South Jersey Bus Rapid Transit (SJBRT) System. The proposed SJBRT System will improve transit service along the Atlantic City Expressway, New Jersey Routes 42 and 55, Interstates 76 and 676, and downtown Camden and Philadelphia. Bus Rapid Transit (BRT) is an enhanced bus system that uses transit priority treatments, improved facilities and technology to provide an enhanced transit experience that is quicker and more reliable.

The SJBRT System will provide a new high quality transit service between Gloucester and Camden counties and downtown Camden and Center City Philadelphia. The recommendations for the SJBRT System are from an Alternatives Analysis (AA) completed in 2012. The AA identified the Locally Preferred Alternative (LPA) for the SJBRT System, which is now under environmental review.



Details: The 23-mile SJBRT System will extend from the Avandale Park and Ride lot in Winslow Township and travel on the Atlantic City Expressway, Route 42, I-76, and I-676 to Camden and Philadelphia. A branch of the service will extend from Gloucester County, traveling along Route 55 before joining the other branch of service at the merge of Routes 55 and 42. The SJBRT System will provide express service to the Walter Rand Transportation Center in Camden, New Jersey, and new stops along west Market Street in Center City Philadelphia.

The SJBRT System includes three major park and rides with approximately 1,600 new parking spaces. These include an expanded Avandale Park and Ride in Winslow Township and new park and ride lots at College Drive in Gloucester Township and at Delsea Drive in Deptford Township. The project also features plans for approximately 3-miles of shoulder bus lanes, special BRT vehicles, new and

upgraded station stops, real-time bus arrival information, off-board fare collection, and transit signal priority at select intersections.

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Environmental Review:

The next step to advance the SJBRT System is to complete the federal environmental review of the Locally Preferred Alternative (LPA) as required by the National Environmental Policy Act (NEPA). This documentation is known as an Environmental Assessment (EA).

As part of the EA, NJ TRANSIT is developing conceptual engineering plans for the SJBRT System. The EA will identify potential project impacts on the natural and built environment. The concept plans for the SJBRT System seek to avoid or minimize environmental impacts.

The EA will complete the required analysis to satisfy Section 106 of the National Historic Preservation Act and other applicable state and federal environmental review requirements. This analysis includes the identification of the historic and archeological resources within the area potentially impacted by the project.

When the EA for the SJBRT System is complete, it will identify and document the mitigation needed to reduce and minimize probable environmental, historic and archeological impacts. This documentation will be reviewed by the Federal Transit Administration (FTA), which will issue an environmental determination on the project. This review and approval by FTA is required in order for the SJBRT System to use federal funds.

Public involvement is an important component of the environmental review process. It also requires extensive coordination with local, state, and federal agencies.

How Can You Stay Involved?

- **Attending Public Open House Meetings:** An official public comment period on the Environmental Assessment is anticipated in June 2014. Specific meeting information will be posted on the project website.
- **Submitting a Comment Form:** In addition to providing verbal comments at meetings, interested members of the public have the opportunity to provide the study team with written comments by filling out the comment form available through the project website.
- **Adding Your E-mail Address to the Project E-mail List:** Sign up to receive notices via e-mail on the project website or Facebook page.

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