

SUBTITLE M. SOUTH JERSEY TRANSPORTATION AUTHORITY

CHAPTER 75

**SOUTH JERSEY TRANSPORTATION AUTHORITY
RULES OF OPERATION**

Authority

N.J.S.A. 27:25A-7(q) and 27:25A-22(a) and (c).

Source and Effective Date

R.1999 d.30, effective December 23, 1998.
See: 30 N.J.R. 3396(a), 31 N.J.R. 148(a).

Executive Order No. 66(1978) Expiration Date

Chapter 75, South Jersey Transportation Authority Rules of Operation, expires on December 23, 2003.

Chapter Historical Note

Chapter 75, Rules of the Atlantic County Transportation Authority, was adopted as R.1984 d.1, effective January 17, 1984. See: 15 N.J.R. 1573(a), 16 N.J.R. 1197(c).

Pursuant to Executive Order No. 66(1978), Chapter 75, Rules of the Atlantic County Transportation Authority, was readopted as R.1989 d.81, effective January 13, 1989. See: 20 N.J.R. 1680(b), 21 N.J.R. 314(c).

Pursuant to Executive Order No. 66(1978), Chapter 75, South Jersey Transportation Authority Rules of Operation, was readopted as R.1994 d.70, effective January 11, 1994, and Subchapter 10, Emergency Management Program, Subchapter 11, Bus Maintenance Facilities, and Subchapter 12, Fee Schedule, were adopted and Subchapter 10, Severability, was recodified as Subchapter 13 by R.1994 d.70, effective February 7, 1994. See: 25 N.J.R. 4874(a), 26 N.J.R. 831(a).

Pursuant to Executive Order No. 66(1978), Chapter 75, South Jersey Transportation Authority Rules of Operation, was readopted as R.1999 d.30, effective December 23, 1998, and Subchapter 3, Casino Bus Intercept, was redesignated as Subchapter 3, Activity Centers, Subchapter 4, Discharge and Loading of Passengers, was recodified as N.J.A.C. 19:75-3.4 through N.J.A.C. 19:75-3.8, Subchapter 5, Bus Operations, was recodified as Subchapter 4, Subchapter 6, Parking, was recodified as Subchapter 5, Bus Parking Lots, Subchapter 7, Bus Management Fee, Subchapter 8, Violations and Penalties, Subchapter 9, Variances; Procedure, Subchapter 10, Emergency Management Program, and Subchapter 11, Bus Maintenance Facilities, were recodified as Subchapters 6 through 10, and Subchapter 11, Procedures for Review, was adopted by R.1999 d.30, effective January 19, 1999. See: Source and Effective Date. See, also, section annotations.

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SUBCHAPTER 1. GENERAL PROVISIONS**19:75-1.1 Definitions**

The following terms shall have the following meanings, unless the context clearly indicates otherwise.

“Activity center” means all such land uses, other than the Atlantic City Municipal Bus Terminal, whose activities generate bus traffic and at whose site bus passengers are loaded or discharged.

“Authority” means the South Jersey Transportation Authority.

“Bus” means any motor vehicle or motorbus operated as a motorbus charter service or on motorbus regular route service as those terms are defined in this chapter.

“Bus management program” means a comprehensive program and/or plan developed by the Authority pursuant to N.J.S.A. 27:25A-22 to regulate all casino related bus activities in Atlantic County, including, but not limited to, bus intercept, bus parking, bus maintenance, bus parking program, site capacities, traffic management, computerized/electronic permit or medallion validation, routes of travel, discharge and loading of passengers, bus operations and activities, enforcement, and maintenance of daily manifest.

“Bus parking lot” means a facility approved by the Authority on which buses subject to this chapter remain stationary during the period between discharge and loading of passengers at an activity center.

“Bus parking program” means a comprehensive mandatory bus parking plan for all buses to provide for the orderly management of bus traffic throughout Atlantic County during emergency situations.

“Bus safety inspection” means an inspection for safety in accordance with New Jersey Department of Transportation (NJDOT) regulations.

“Casino” means one or more locations or rooms in a casino hotel facility that have been approved by the Casino Control Commission for the conduct of casino gaming in accordance with the provisions of the Casino Control Act (N.J.S.A. 5:12-1 et seq.).

“Certificate of Activity Center Site Bus Capacity” means a certificate effective for a period of three years, issued to each approved activity center, setting its site bus capacity and designating all day bus and overnight bus discharging and loading areas.

“Combination bus” means a bus subject to this chapter and destined for one or more activity centers within the City of Atlantic City.

“Completed application” means an application required by this chapter which contains all the information required for each particular type of application.

“Computerized/electronic manifest program” means an automated type of manifest maintained by the Authority.

“Impact statement” means a statement included with a bus parking lot and/or bus maintenance facility or on-site bus capacity application which includes such facts and analysis necessary to evaluate the benefits and adverse effects of the proposed facility. The statement shall include the following major sections:

1. Inventory: existing land use, social, economic and environmental conditions of the site and surroundings.
2. Project description: a detailed operational plan of what the applicant proposes to do with the lot, where and how, marketing assessment identification, type of service(s) to be provided, and timetable.
3. Environmental assessment: an assessment of the probable beneficial and adverse impacts of the facility. On site as well as off site impact of the facility shall be assessed. Impact shall be quantified wherever possible and shall address geology, soils, hydrology, traffic conditions, public safety, noise, air quality, neighborhood and community impact.
4. Impact on existing and authorized facilities: an assessment of the probable beneficial and adverse impact of the facility on existing and authorized facilities, including divergence of traffic from existing facilities and economic impact.
5. Need: a statement indicating the precise inherent benefits to the bus management program, including increased traffic management efficiency, proximity to other approved Authority facilities, expected impact on existing approved Authority facilities, and other factors deemed necessary to improve air quality and mitigate traffic.