



2. COUNTY OF CAPE MAY

This jurisdictional annex to the Cape May County Hazard Mitigation Plan (HMP) provides information to assist public and private sectors in the County of Cape May with reducing losses from future hazard events. This annex is not guidance of what to do when a disaster occurs; its focus is on actions that can be implemented prior to a disaster to reduce or eliminate damage to property and people. The annex presents a general overview of Cape May, describes who participated in the planning process, assesses Cape May’s risk, vulnerability, and capabilities, and outlines a strategy for achieving a more resilient community.

2.1 HAZARD MITIGATION PLANNING TEAM

The County of Cape May identified primary and alternate HMP points of contact and developed this plan over the course of several months, with input from many County departments. The Emergency Management Coordinator represented the community on the Cape May County HMP Steering Committee, Planning Partnership, and supported the local planning process by securing input from persons with specific knowledge to enhance the plan. All departments were asked to contribute to the annex development through reviewing and contributing to the capability assessment, reporting on the status of previously identified actions, and participating in action identification and prioritization.

Table 2-1 summarizes County officials who participated in the development of the annex and in what capacity. Additional documentation of the County’s planning activities through Planning Partnership meetings is included in Volume I.

Table 2-1. Hazard Mitigation Planning Team

Primary Point of Contact	Alternate Point of Contact
Name/Title: Christopher Leusner, Emergency Management Coordinator Address: 4 Moore Road Cape May Court House, NJ 08210 Phone Number: (609) 600-5070 Email: Christopher.Leusner@CO.CAPE-MAY.NJ.US	Name/Title: John Edwards, Deputy Emergency Management Coordinator Address: 4 Moore Road Cape May Court House, NJ 08210 Phone Number: (609) 600-5069 Email: John.Edwards@CO.CAPE-MAY.NJ.US
National Flood Insurance Program Floodplain Administrator	
Floodplain Administration is conducted at the municipal level.	
Additional Contributors	
Name/Title: Robert Church, Cape May County Engineer Method of Participation: Completed jurisdictional worksheets and reviewed jurisdictional annex.	

2.2 COMMUNITY PROFILE

Cape May County was first discovered and settled by Dutch explorers in the early 17th century. The region eventually grew as its inhabitants further established its whaling and agricultural industries. By the turn of the 20th century, the County had changed into one of the most popular seaside summer resort destinations. Today, the County continues to be successful in the tourist industry (Cape May County 2015, Cape May County Planning Board 2005). The 2022 Cape May County Tourism Economic Impacts report notes that the County had fully recovered from the COVID-19 pandemic and surpassed 2019 tourism expenditures by \$499 million. In 2022, the County had 11.38 million visitors (4.21 daytime, 7.17 million overnight). The number of visitors supported direct



employment – employing 30,352 for tourism-related activities, which was a 7.2 percent increase from 2021 (Cape May County 2022).

Cape May County forms the southern tip of the State of New Jersey and covers an area of 267 square miles (excluding waterbodies). The County is a peninsula and is bounded on two sides by large, natural bodies of water and on the third by two rivers and the Great Egg Harbor Inlet. The County is bordered to the north by Atlantic County, to the south and east by the Atlantic Ocean, and to the west by Cumberland County and the Delaware Bay.

Cape May County is located approximately 150 miles south of New York City, 80 miles southeast of Philadelphia, and 130 miles east of Washington D.C. Due to its ideal location, Cape May County is a popular tourist destination and the main reason for the County's success in the resort industry (Cape May County Planning Board 2005).

Governing Body Format

Cape May County is governed by a Board of County Commissioners consisting of five members elected at-large in partisan elections to serve three-year terms of office on a staggered basis, with either one or two seats up for vote as part of the November general election. At an annual reorganization meeting held in January, the board selects a director and deputy director from among its members.

2.2.1 Population and Social Vulnerability

Research has shown that some populations are at greater risk from hazard events because of decreased resources or physical abilities. These populations can be more susceptible to hazard events based on a number of factors including their physical and financial ability to react or respond during a hazard, and the location and construction quality of their housing. Data from the 2022 American Community Survey indicates that 4.3 percent of the population is 5 years of age or younger, 27.8 percent is 65 years of age or older, 1.5 percent is non-English speaking, 8.9 percent is below the poverty threshold, and 14.7 percent is considered disabled.

ALICE in Cape May County

ALICE is an acronym for Asset Limited, Income Constrained, Employed – households that earn more than the Federal Poverty Level, but less than the basic cost of living for the County. While conditions have improved for some households, many continue to struggle, especially as wages fail to keep pace with the rising cost of household essentials (housing, food, transportation, health care, and a basic smartphone plan). Households below the ALICE Threshold – ALICE households plus those in poverty – can't afford the essentials.

According to 2021 Point-in-Time-Data from ALICE, 26% of the 48,860 households in Cape May County are ALICE households (on par with the state average of 26%). The median household income in Cape May is \$78,657, and the County sees a labor force participation rate of 57%. Cape May County faces low household income compared to the state average of \$89,296, along with a low labor participation rate of 57% compared to the state average of 66%. 8% of Cape May households live in poverty, which falls below the state average of 10%.

2.3 JURISDICTIONAL CAPABILITY ASSESSMENT AND INTEGRATION

Cape May performed an inventory and analysis of existing capabilities, plans, programs, and policies that enhance its ability to implement mitigation strategies. Volume I describes the components included in the capability



assessment and their significance for hazard mitigation planning. The jurisdictional assessment for this annex includes analyses of the following:

- Planning and regulatory capabilities
- Development and permitting capabilities
- Administrative and technical capabilities
- Fiscal capabilities
- Education and outreach capabilities
- Classification under various community mitigation programs
- Adaptive capacity to withstand hazard events

For a community to effectively reduce long-term risk, hazard mitigation must be integrated into the routine operations of local government. As part of the hazard mitigation analysis, relevant planning and policy documents were reviewed, and each jurisdiction was surveyed to assess their progress toward integrating mitigation into existing frameworks. The development of the updated mitigation strategy offered Cape May County an opportunity to identify and enhance the incorporation of mitigation principles into ongoing County procedures and decision-making processes.

2.3.1 Planning and Regulatory Capability and Integration

Table 2-2 summarizes the planning and regulatory tools that are available to Cape May.

Table 2-2. Planning and Regulatory Capability and Integration

	Jurisdiction has this? (Yes/No)	Citation and Date (code chapter or name of plan, date of enactment or plan adoption)	Authority (local, county, state, federal)	Responsible Person, Department or Agency
CODES, ORDINANCES, & REGULATIONS				
All codes, ordinances, and regulations are administered at the municipal level.				
PLANNING DOCUMENTS				
General/Comprehensive Plan	Yes	Cape May County Comprehensive Plan, 2005	State and County	Planning Board
How has or will this be integrated with the HMP and how does this reduce risk? The Cape May County Comprehensive Plan last amended 02-15-2005 by the Cape May County Planning Board. The Cape May County Planning Board's responsibility for developing and implementing a county-wide comprehensive plan is derived from the New Jersey County Planning Enabling Act of 1935 (C.40:27). This act empowers counties with the ability to establish Planning Boards and directs those boards to "...make and adopt a master plan for the physical development of the county." This document represents the fifth edition of a comprehensive plan for Cape May County.				
POLICY: Continue the expansion and enhancement of the County Park system to meet future needs. As envisioned by County Planners in 1962, the three recreation-open space area strategy (northern park, central park and southern park) has been realized and should be enlarged through the Open Space and Farmland Preservation Program and other means. Fresh water recharge areas and wellhead protection areas should be acquired to preserve future water supply and open space recreation needs. This criteria is a part of the County's Open Space and Farmland Preservation Program evaluation process and should be stressed as vital to the County's future. Where appropriate, development shall maintain its original character, with wooded areas, water features, and vistas providing buffer strips between any natural feature considered a prime resource to be preserved. Site design, with open space, controlled density, and proper public facilities as an integral part of any development, should be required.				



	Jurisdiction has this? (Yes/No)	Citation and Date (code chapter or name of plan, date of enactment or plan adoption)	Authority (local, county, state, federal)	Responsible Person, Department or Agency
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The causeways linking the mainland to the island communities are of special concern. No new development should be allowed on these lands. Besides creating traffic hazards and interfering with speedy access to and evacuation from the island communities, this type of development encroaches on or directly promotes deterioration of the County's valuable wetlands.

In Cape May County, the vast expanse of natural resources and sensitive areas, coupled with the reliance of the resort economy upon these resources, makes it imperative that the plan maximize its ability to protect and preserve wetlands, farmlands, beach and dune areas, aquifer recharge areas, and air and water resources.

Capital Improvement Plan	Yes	Capital Budget and Capital Improvement Plan	County	Board of Chosen Commissioners
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How has or will this be integrated with the HMP and how does this reduce risk?
 2020 Capital Budget and Capital Improvement Plan, adopted by the Board of County Commissioners, 03-24-2020. The six-year tentative Capital Budget Plan reflects the continuation of an on-going Capital Program. The continuation of this program should result in additional modern facilities built and bonded under the most favorable conditions. While the 2020 Capital projects being funded have no clearly intended mitigation benefits the projects are; Upgrade Roads and Bridges, Construction and renovation of County Buildings, Improvements - County Park, Purchase Computers & Electronic Equipment, Purchase Vans & Trucks, Purchase Telephone & Comm. Equipment, Purchase Equipment - Crest Haven, and Purchase of Equipment - Various Dept.

Disaster Debris Management Plan	Yes	Temporary Debris Management Plan, 2018	County	CMCMUA/CMCDPW
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How has or will this be integrated with the HMP and how does this reduce risk?
 The CMCMUA has prepared a Temporary Debris Management Plan that is approved by NJDEP to manage potential debris overflow in the case of a disaster. The plan is updated every five years and was last approved in 2018.

Floodplain Management or Watershed Plan	Yes	Cox Hall Creek Watershed Plan	County, State	NJDEP, Cape May County Planning
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How has or will this be integrated with the HMP and how does this reduce risk?
 In 2001, Cape May County entered into a formal contract with the New Jersey Department of Environmental Protection to facilitate the Watershed Management Planning Program for the Cape May County watershed. This multi-year program, funded through the NJDEP, requires significant citizen involvement and is designed to create a plan for the preservation and maintenance of the 214,000 acre Cape May watershed.

Stormwater Management Plan	No	-	-	-
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How has or will this be integrated with the HMP and how does this reduce risk?

Stormwater Pollution Prevention Plan	Yes	Stormwater Pollution Prevention Plan Cape May County Crest Haven Complex, Highway Agency Stormwater Pollution Prevention Plan	State and County	Public Works/Engineering Department
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How has or will this be integrated with the HMP and how does this reduce risk?
 Per NJDEP Storm Water Management Rule (N.J.A.C. 7:8, et seq.). The Municipal Stormwater Regulation Program was developed in response to the U. S. Environmental Protection Agency's (USEPA) Phase II rules published in December 1999. The Department issued final stormwater rules on February 2, 2004 and four (4) NJPDES general permits authorizing stormwater discharges from Tier A and Tier B municipalities, as well as public complexes, and highway agencies that discharge stormwater from municipal separate storm sewers (MS4s).

Stormwater Pollution Prevention Plan Cape May County Crest Haven Complex and Highway Agency Stormwater Pollution Prevention Plan Cape May County Public Works 04-30-2020.



	Jurisdiction has this? (Yes/No)	Citation and Date (code chapter or name of plan, date of enactment or plan adoption)	Authority (local, county, state, federal)	Responsible Person, Department or Agency
<p>The County passed resolution No. 546-06 to adopt and implement the stormwater management standards. The County Engineer has the authority to impose rules, regulation, policies and procedures in order to enforce stormwater issues. The County completed all the required SPPP Form reporting and has followed through with all of the annual stormwater maintenance, outreach, recordation and improvements.</p>				
Open Space Plan	Yes	Cape May County Open Space and Recreation Plan, 2007	County	Planning Department
<p>How has or will this be integrated with the HMP and how does this reduce risk? Cape May County Open Space and Recreation Plan, adopted by the Cape May County Planning Board in 2007. The Cape May County Open Space and Recreation Plan (OSRP) has been prepared by the Cape May County Planning Department for adoption by the Cape May County Planning Board to provide a countywide policy on open space and recreation issues. It serves as a strategic plan describing the County's open space and recreation needs and provides a basic action plan to address those needs.</p> <p>The Cape May County Park system is comprised of four distinct sites. County Park North, in Upper Township along the N.J. Route Nine corridor (25 acres), is officially known as the Richard K. Cameron Wildlife Sanctuary. The most active site, located in the center of the County in Cape May Court House, is known as Park Central (265 acres). This is the most visited site and contains many recreational facilities, as well as the popular County Zoo. Fishing Creek Park (1,508 acres), sometimes referred to as County Park South, is located in the Del Haven section of Middle Township near the Delaware Bay. The fourth and smallest site is the Avalon Manor Fishing Pier (0.2 acres), located in the Avalon Manor section of Middle Township. Together these sites provide approximately 1,800 acres of county owned recreational land.</p> <p>Cape May County is the recipient of a Smart Growth Strategic Planning Grant that is being used to designate suitable target areas that will ultimately assist our municipalities in the implementation of a transfer of development rights program and contribute to the preservation of additional open space within the County. This planning assistance initiative is funded by the New Jersey Office of Smart Growth and is an example of how the County continues to assist our municipalities in open space preservation efforts. Initiatives such as this are an active component of this action plan.</p>				
Urban Water Management Plan	No	-	-	-
<p>How has or will this be integrated with the HMP and how does this reduce risk?</p>				
Habitat Conservation Plan	No	-	-	-
<p>How has or will this be integrated with the HMP and how does this reduce risk?</p>				
Economic Development Plan	Yes	Economic Development Plan	County	Planning Department
<p>How has or will this be integrated with the HMP and how does this reduce risk? This plan has inter-related objectives that will lead to the creation of a strategy intended to develop a sustainable business and industrial base that will provide good, family sustaining jobs for County residents, increase the County's tax base without sacrificing the County's quality of life and natural resources, and broaden the County's economic base. In broad terms these objectives are to:</p> <ul style="list-style-type: none"> • Identify and target economic sectors with the greatest economic, growth, and public benefit potential. • Enhance intergovernmental planning and coordination to promote the desired growth. • Identify ways to streamline the local regulatory processes to promote obtaining economic development objectives. 				
Shoreline Management Plan	No	-	-	-
<p>How has or will this be integrated with the HMP and how does this reduce risk?</p>				



	Jurisdiction has this? (Yes/No)	Citation and Date (code chapter or name of plan, date of enactment or plan adoption)	Authority (local, county, state, federal)	Responsible Person, Department or Agency
Community Wildfire Protection Plan	No	-	-	-
How has or will this be integrated with the HMP and how does this reduce risk?				
Community Forest Management Plan	No	-	-	-
How has or will this be integrated with the HMP and how does this reduce risk?				
Transportation Plan	Yes	Cape May County Transportation Study, 2006; RTP 2050 Plan, 2025	County	Planning Department; SJTPO
<p>How has or will this be integrated with the HMP and how does this reduce risk?</p> <p>Cape May County Transportation Study, 2006, adopted by the Board of County Commissioners on 09-19-2006. This plan is divided into three sections. The first section provides an overview of the County's geographic location, physical features, and transportation history. The second section provides an overview of the County's existing transportation system, including rail, air, and other transport. The third and final section discusses planning issues and areas of specific concern for transportation and includes a list of specific objectives and recommendations for the future of transportation in Cape May County.</p> <p>At the Federal level there has been a de-emphasis of new road construction and emphasis on the maintenance and upkeep of our existing highway system. As a result of the Federal guidance, this plan proposes over 61 million dollars of transportation activities in the three year period, but new roads are only a small portion of the total mileage involved.</p> <p>General Plan Objectives are to; address traffic safety, reduce congestion, enhance public transit, and address air quality.</p> <p>RTP 2050 Plan. This is a regional Plan that emphasizes maintenance of the existing transportation system while addressing the future problems and needs of the region. There is more of an emphasis on operations and performance-based planning, supported by performance measures, and the establishment of performance targets. The RTP 2050 also includes a comprehensive review of current transportation resources in South Jersey. It includes highways, transit, bicycle, pedestrian, and intermodal facilities. For each travel mode, the demand for travel is reviewed, needs are assessed, and opportunities and strategies for improvement are discussed.</p>				
Agriculture Plan	Yes	Cape May County Comprehensive Farmland Preservation Plan, 2007	County	Planning Board
<p>How has or will this be integrated with the HMP and how does this reduce risk?</p> <p>Cape May County Comprehensive Farmland Preservation Plan, adopted by the Cape May County Planning Board on 11-20-2007. The farming industry is an important piece of Cape May County's local economy. Agriculture accounted for more than \$11.25 million in sales during 2002. Six of sixteen municipalities in Cape May County have active farmland. A ranking by acreage is as follows: Dennis Township 3,983, Middle Township 3,319, Lower Township 1,187, Upper Township 2,335 Woodbine 408, and West Cape May 239. The majority of preserved and targeted farmland lies within the CAFRA area of the County. Fewer than ten percent lies within the Pinelands area.</p> <p>Regarding agriculture, the County Comprehensive Plan presents two main policies: o In cooperation with the New Jersey Department of Agriculture and the Cape May County Board of Agriculture, the County Planning Board and staff will support programs that encourage the use of locally grown farm products and efforts to secure, develop, and retain farm produce markets.</p> <p>Through involvement with the County Open Space and Farmland Preservation Program and the State Farmland Preservation Program, the County Planning Board and staff will provide continued support for the County Agricultural Development Board and the State Agricultural Development Committee in their efforts to preserve and increase viable farmland within the County.</p>				



	Jurisdiction has this? (Yes/No)	Citation and Date (code chapter or name of plan, date of enactment or plan adoption)	Authority (local, county, state, federal)	Responsible Person, Department or Agency
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Wetlands Reserve program (WRP). The WRP is available to farmers and offers them payments for restoring and protecting wetlands on their property that had been previously drained for agricultural use. Wetlands help reduce flooding, filter pollutants from water, provide critical wildlife habitat, and protect open space. Payment by NRCS is based upon appraised agricultural land value. With appraised values from \$100 to \$2000 per acre, many farmers are not willing to create wetlands on otherwise productive agricultural lands.

Climate Action/ Resilience/Sustainability Plan	No	-	-	-
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How has or will this be integrated with the HMP and how does this reduce risk?

Tourism Plan	No	-	-	-
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How has or will this be integrated with the HMP and how does this reduce risk?

Business/ Downtown Development Plan	No	-	-	-
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How has or will this be integrated with the HMP and how does this reduce risk?

Other	No	-	-	-
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How has or will this be integrated with the HMP and how does this reduce risk?

RESPONSE/RECOVERY PLANNING

Emergency Operations Plan	Yes	Emergency Operations Plan, 2015	County and Local	OEM
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How has or will this be integrated with the HMP and how does this reduce risk?
 Each county and municipality in the State shall prepare a written Emergency Operations Plan with all appropriate annexes necessary to implement the plan. Each Emergency Operations Plan shall be adopted no later than one year after the State Emergency Planning Guidelines have been adopted by the State Office of Emergency Management and shall be evaluated at such subsequent scheduled review of the State Emergency Operations Plan. L.1989, c.222, s.19.

The County completed an EMP in 2015.

The County Office of Emergency Management has partnered with the New Jersey Office of Emergency Management to continue to develop, enhance, and implement existing emergency plans.

Continuity of Operations Plan	Yes	Continuity of Operations Plan (COOP)	County	County Administrator
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How has or will this be integrated with the HMP and how does this reduce risk?
 Plan seeks to ensure essential continue to be performed during a wide range of emergencies, including localized acts of nature, accidents and technological or attack-related emergencies.

Strategic Recovery Planning Report	Yes	Strategic Recovery Planning Report, 2016	County	OEM
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How has or will this be integrated with the HMP and how does this reduce risk?
 Strategic Recovery Planning Report, Draft, 03-17-2016. The purpose of the SRPR is to evaluate the impacts of the disaster on relevant community features. The evaluation can be broad or narrow but should focus on planning goals, strategies, and priorities leading to actions that are most urgently needed for public safety and economic recovery. The SRPR should serve as a guide for actions to not only recover from the effects of Superstorm Sandy but also to reduce vulnerabilities to future disasters. This document serves as the SRPR for the County of Cape May, NJ.



	Jurisdiction has this? (Yes/No)	Citation and Date (code chapter or name of plan, date of enactment or plan adoption)	Authority (local, county, state, federal)	Responsible Person, Department or Agency
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The Plan included a vulnerability assessment which determined that Cape May County has 229 critical facilities that were analyzed. Three of the critical facilities are located in an area vulnerable to wildfires. None of the Cape May County critical facilities are within ten miles of a nuclear power plant. There are 75 facilities in the Special Flood Hazard Area, where there is a 1% annual chance of flooding and 87 critical facilities are vulnerable to impacts from two feet of sea level rise. Some facilities may be at risk for more than one incident.

The NJHMP includes an analysis of potential losses based on the preliminary work map flood hazard areas. For Cape May County, the NJHMP estimates that 39,283 people reside in the Special Flood Hazard Area (SFHA), representing 40.4 percent of the total County population. The estimated general building stock exposure within the SFHA is estimated at \$15.215 billion, representing 61.7 percent of the County. According to the Coastal Vulnerability Index, the majority of the coastline in Cape May County is ranked as High (35%) or Very High Risk (33%). The only Low Risk areas identified are in the back-bay areas of the Wildwoods, including Richardson Sound and Taylor Sound, and a small stretch of coast along the Delaware Bay in Middle Township. Areas ranked as Moderate Risk include the Cape May Harbor, the Wildwoods oceanfront, Strathmere, and portions of Ocean City

Threat and Hazard Identification and Risk Assessment	Yes	Cape May County THIRA	County	OEM
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How has or will this be integrated with the HMP and how does this reduce risk?

There is an OFSPH working group with functions split between law enforcement/OEM/Hazmat/firefighting. The THIRA assesses the impacts of catastrophic threats and hazards and establishes capability targets to manage them. The THIRA is completed every few years and helps determine the risks of greatest concern and the capabilities needed to address those risks.

Post-Disaster Recovery Plan	No	-	-	-
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How has or will this be integrated with the HMP and how does this reduce risk?

Public Health Plan	Yes	Cape May Community Health Needs Assessment, 2022	County	Health Department
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How has or will this be integrated with the HMP and how does this reduce risk?

Community Health Needs Assessment, 2020 – 2022. Health Care Reform 3590 Patient Protection and Affordable Care Act requires 501c3 nonprofit hospitals to conduct a Community Health Needs Assessment every three years, which should include: A strategic plan to be adopted and implemented; Collaboration with community health agencies; and Assessment, planning and implementation between January 2020 and ending December 2022.

Other	Yes	Community Health Improvement Plan, 2020	County	Health Department
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How has or will this be integrated with the HMP and how does this reduce risk?

The Cape May County Community Health Improvement Plan (CHIP) is a strategic plan developed by a collaborative team of individuals and agencies from throughout Cape May County, New Jersey. The collaborative process outlined a comprehensive approach to assessing the health and well-being of county residents. Specifically, the framework promotes four separate assessments. 1. Forces of Change Assessment 2. Local Public Health System Assessment 3. Community Health Status Assessment 4. Community Themes & Strengths Assessment

2.3.2 Development and Permitting Capability

Table 2-3 summarizes the capabilities of Cape May to oversee and track development.



Table 2-3. Development and Permitting Capability

	Yes/No	Comment
Do you issue development permits?	No	The County does not issue development permits; this is done at the municipal level-
<ul style="list-style-type: none"> If you issue development permits, what department is responsible? If you do not issue development permits, what is your process for tracking new development? 	-	-
Are permits tracked by hazard area? (For example, floodplain development permits.)	No	The County does not issue development permits; this is done at the municipal level
Do you have a buildable land inventory?	No	Municipalities conduct their own analyses
<ul style="list-style-type: none"> If you have a buildable land inventory, please describe 	-	-
Describe the level of buildout in your jurisdiction.	N/A	According to the County's Comprehensive Plan, 6.9 percent of its land is considered vacant and may be available for future development. However, environmental restrictions may prohibit development in specific locations.

2.3.3 Administrative and Technical Capability

Table 2-4 summarizes potential staff and personnel resources available to Cape May and their current responsibilities that contribute to hazard mitigation.

Table 2-4. Administrative and Technical Capabilities

Resources	Available? (Yes/No)	Comment (available staff, responsibilities, support of hazard mitigation)
ADMINISTRATIVE CAPABILITY		
Planning Board	No	-
Zoning Board of Adjustment	No	-
Planning Department	Yes	<p>The Cape May County Planning Department is the professional arm of the Cape May County Planning Board. The department is responsible for the day-to-day operations that carry out the functions of the Planning Board. These functions include:</p> <ul style="list-style-type: none"> Cape May County Planning Department's Links Comprehensive Plan Development Review Division of Open Space and Farmland Preservation Local Assistance Planning Public Information Transportation Planning Watershed Management Planning / Cox Hall Creek
Mitigation Planning Committee	Yes	Emergency Management – Mitigation Lead
Environmental Board/Commission	No	-
Open Space Board/Committee	Yes	Department of Planning - Open Space and Farmland Preservation; Open Space Review Board



Resources	Available? (Yes/No)	Comment (available staff, responsibilities, support of hazard mitigation)
Economic Development Commission/Committee	Yes	The Cape May County Economic Development Program supports Cape May County businesses and their success by providing comprehensive client-focused services. Technical assistance is available to local businesses from counseling and up to date information on current business resources to identifying opportunities for business financing.
Public Works/Highway Department	Yes	The Public Works Department consists of the Engineer's Office, Road Department, Fleet Maintenance, Bridge Maintenance, Bridge Operation, Traffic Signals, Bridge Electrical and Traffic Maintenance Divisions.
Construction/Building/Code Enforcement Department	No	-
Emergency Management/Public Safety Department	Yes	Department of OEM is the key department overseeing and coordinating Hazard mitigation plans.
Maintenance programs to reduce risk (stormwater maintenance, tree trimming, etc.)	Yes	Department of Public Works/Office of the County Engineer-maintenance of roads and drainage; mitigation project planning and monitoring
Mutual aid agreements	Yes	Fire/EMS. Cape May Engineering and Office of Emergency Management are creating, enhancing, and maintaining mutual aid agreements
Human Resources Manual - Do any job descriptions specifically include identifying or implementing mitigation projects or other efforts to reduce natural hazard risk?	Yes	There is an HR Manual, but there are no existing positions for the identification or implementation of mitigation projects.
Other	No	-
TECHNICAL/STAFFING CAPABILITY		
Planners or engineers with knowledge of land development and land management practices	Yes	Department of Public Works/Office of the County Engineer
Engineers or professionals trained in building or infrastructure construction practices	Yes	Department of Public Works/Office of the County Engineer; Department of Planning
Planners or engineers with an understanding of natural hazards	Yes	Department of Public Works/Office of the County Engineer
Staff with expertise or training in benefit/cost analysis	Yes	Department of Public Works/Office of the County Engineer
Professionals trained in conducting damage assessments	Yes	Department of Engineering FEMA damage assessment
Personnel skilled or trained in GIS and/or Hazus applications	Yes	Department of Planning
Staff that work with socially vulnerable populations or underserved communities	Yes	Department of social services/ department of aging , department of fare free transportation
Environmental scientists familiar with natural hazards	No	-
Surveyors	Yes	In house and contracting
Emergency manager	Yes	Emergency Management Coordinator at OEM



Resources	Available? (Yes/No)	Comment (available staff, responsibilities, support of hazard mitigation)
Grant writers	Yes	Various County Departments, including contracted
Resilience Officer	No	-
Other (this could include stormwater engineer, environmental specialist, etc.)	No	-

2.3.4 Fiscal Capability

Table 2-5 summarizes financial resources available to Cape May.

Table 2-5. Fiscal Capabilities

Financial Resources	Accessible or Eligible to Use? (Yes/No)
Community Development Block Grants (CDBG, CDBG-DR)	Yes
Capital improvement project funding	Yes
Authority to levy taxes for specific purposes	Yes
User fees for water, sewer, gas, or electric service	No
Impact fees for homebuyers or developers of new development/homes	No
Stormwater utility fee	No
Incur debt through general obligation bonds	Yes
Incur debt through special tax bonds	Yes
Incur debt through private activity bonds	No
Withhold public expenditures in hazard-prone areas	Yes
Other federal or state funding programs	Yes
Open Space Acquisition funding programs	Yes
Other (for example, Clean Water Act 319 Grants [Nonpoint Source Pollution])	No

2.3.5 Education and Outreach Capability

Table 2-6 summarizes the education and outreach resources available to Cape May.

Table 2-6. Education and Outreach Capabilities

Outreach Resources	Available? (Yes/No)	Comment
Public information officer or communications office	Yes	One of ESFs (ESF-15), County PIO Diane Wieland
Personnel skilled or trained in website development	Yes	Diane Wieland
Hazard mitigation information available on your website	Yes	the County has a link to both the current (2021) draft and the 2016 plan
Social media for hazard mitigation education and outreach	Yes	County Facebook, Twitter-synchronized with website



Outreach Resources	Available? (Yes/No)	Comment
Citizen boards or commissions that address issues related to hazard mitigation	Yes	LEPC is considered (County Working Group); Fire, EMS, Police, Communications – administer grant funding; meets monthly
Warning systems for hazard events	Yes	Code Red- OEM
Natural disaster/safety programs in place for schools	No	Not County-initiated. This would be up to the school districts.
Organizations that conduct outreach to socially vulnerable populations and underserved populations	Yes	Division of Community and Behavioral Health Services, Division of Aging & Disability Services, Cape May County Women's Commission, Mental Health, Alcohol & Drug Abuse Board, Youth Services Commission, Division of Veterans' Services, Division of Social Services
Public outreach mechanisms / programs to inform citizens on natural hazards, risk, and ways to protect themselves during such events	No	but almost all municipalities have mass notification systems in place. Only use County (Code Red) for county-wide emergencies. County sends communities information, and it is up to them to put it out. The Cape May County Herald and radio stations publish data from releases.

2.3.6 Community Classifications

Table 2-7 summarizes classifications for community programs available to Cape May.

Table 2-7. Community Classifications

Program	Participating? (Yes/No)	Classification	Date Classified
Community Rating System (CRS)	No	N/A	-
Building Code Effectiveness Grading Schedule (BCEGS)	No	N/A	-
Public Protection (ISO Fire Protection Classes 1 to 10)	No	N/A	-
National Weather Service StormReady Certification	Yes	N/A	In-Progress
Firewise Communities classification	No	N/A	-
New Jersey Sustainable Jersey Community	No	N/A	-
Other: Organizations with mitigation focus (advocacy group, non-government)	No	N/A	-

N/A = Not applicable

— = Unavailable

2.3.7 Adaptive Capacity

Adaptive capacity is defined as “the ability of systems, institutions, humans and other organisms to adjust to potential damage, to take advantage of opportunities, or respond to consequences” (IPCC 2022). Each jurisdiction



has a unique combination of capabilities to adjust to, protect from, and withstand a future hazard event, future conditions, and changing risk. Table 2-8 summarizes the adaptive capacity for each identified hazard of concern and the County’s capability to address related actions using the following classifications:

- Strong: Capacity exists and is in use.
- Moderate: Capacity might exist; but is not used or could use some improvement.
- Weak: Capacity does not exist or could use substantial improvement

Table 2-8. Adaptive Capacity

Hazard	Adaptive Capacity - Strong/Moderate/Weak
Dam Failure	Moderate
Drought	Moderate
Earthquake	Moderate
Extreme Temperature	Moderate
Flood	Moderate
Severe Weather	Moderate
Severe Winter Weather	Moderate
Wildfire	Moderate

2.4 NATIONAL FLOOD INSURANCE PROGRAM COMPLIANCE

This section provides specific information on the management and regulation of the regulatory floodplain, including current and future compliance with the National Flood Insurance Program (NFIP). The floodplain administrator listed in Table 2-1 is responsible for maintaining this information.

2.4.1 NFIP Statistics

Table 2-9 summarizes the NFIP policy and claim statistics for Cape May.

Table 2-9. Cape May NFIP Summary of Policy and Claim Statistics

# Policies	78,335
# Claims (Losses)	55,982
Total Loss Payments	\$824,578,332
# Repetitive Loss Properties (NFIP definition)	2,275
# Repetitive Loss Properties (FMA definition)	84
# Severe Repetitive Loss Properties	394

NFIP Definition of Repetitive Loss: The NFIP defines a repetitive loss property as any insurable building for which two or more claims of more than \$1,000 were paid by the NFIP within any rolling 10-year period since 1978.

FMA Definition of Repetitive Loss: FEMA’s Flood Mitigation Assistance (FMA) program defines a repetitive loss property as any insurable building that has incurred flood-related damage on two occasions, in which the cost of the repair, on average, equaled or exceeded 25 percent of the market value of the structure at the time of each such flood event.



Definition of Severe Repetitive Loss: A residential property covered under an NFIP flood insurance policy and: (a) That has at least four NFIP claim payments over \$5,000 each, and the cumulative amount of such claims payments exceeds \$20,000; or (b) For which at least two separate claims payments have been made with the cumulative amount of the building portion of such claims exceeding the market value of the building. At least two of the claims must have occurred within any 10-year period, more than 10 days apart.

Source: FEMA 2024

2.4.2 Flood Vulnerability Summary

Table 2-10 provides a summary of the NFIP program in Cape May.

Table 2-10. NFIP Summary

NFIP Topic	Comments
Floodplain Administration is conducted at the municipal level.	

2.5 GROWTH/DEVELOPMENT TRENDS

Understanding how past, current, and projected development patterns have or are likely to increase or decrease risk in hazard areas is a key component to appreciating a jurisdiction’s overall risk to its hazards of concern. Recent and expected future development trends, including major residential/commercial development and major infrastructure development, are summarized in Table 2-11 through Table 2-13.

Table 2-11. Number of Building Permits for New Construction Issued Since the Previous HMP

Year	New Construction Permits Issued			
	Single Family	Multi-Family	Other (commercial, mixed-use, etc.)	Total
2020	Permitting is carried out at the municipal level.			
Total Permits				
Permits within SFHA				
2021				
Total Permits				
Permits within SFHA				
2022				
Total Permits				
Permits within SFHA				
2023				
Total Permits				
Permits within SFHA				
2024				
Total Permits				
Permits within SFHA				

SFHA = Special Flood Hazard Area (1% flood event)



Table 2-12. Recent Major Development and Infrastructure from 2020 to Present

Property or Development Name	Type of Development	# of Units / Structures	Location (address and/or block and lot)	Known Hazard Zones*	Description / Status of Development
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The County indicated there has not been any recent major development or infrastructure from 2019 to present.

* Only location-specific hazard zones or vulnerabilities identified.

Table 2-13. Known or Anticipated Major Development and Infrastructure in the Next Five Years

Property or Development Name	Type of Development	# of Units / Structures	Location (address and/or block and lot)	Known Hazard Zones*	Description / Status of Development
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The County indicated there is no known or anticipated major development or infrastructure in the next five (5) years.

2.6 JURISDICTIONAL RISK ASSESSMENT

The hazard profiles in Volume I provide detailed information regarding each planning partner’s vulnerability to the identified hazards, including summaries of Cape May’s risk assessment results and data used to determine the hazard ranking. Key local risk assessment information is presented below.

2.6.1 Hazard Area

The hazard profiles in Volume 1, Chapter 6 through Chapter 13 provide detailed information regarding each plan participant’s vulnerability to the identified hazards. Chapter 4 (Methodology) and Chapter 14 (Hazard Ranking) provide detailed summaries for the County of Cape May’s risk assessment results and data used to determine the hazard ranking discussed later in this section.

Hazard area extent and location maps provided in the municipal annexes illustrate the probable areas impacted within the jurisdiction based on the best available data at the time of the preparation of this plan and are adequate for planning purposes. Maps were generated only for those hazards that can be identified clearly using mapping techniques and technologies and for which the County of Cape May has significant exposure. The maps also show the location of potential new development, where available.

2.6.2 Hazard Event History

The history of natural and non-natural hazard events in Cape May is detailed in Volume I, where each hazard profile includes a chronology of historical events that have affected the County and its municipalities. Table 2-14 provides details on loss and damage in Cape May during hazard events since the last hazard mitigation plan update.



Table 2-14. Hazard Event History in Cape May

Dates of Event	Event Type (Disaster Declaration)	County Designated?	Summary of Event	Summary of Damage and Losses in Cape May
February 11, 2021	Severe Winter Weather (4597-DR-NJ)	Yes	Widespread snow fell and accumulate between 3 to 5 inches across the County, with some amounts locally a little higher. The County was eligible for Public Assistance through Federal Declaration.	County DPW prepared roads for storm and performed snow removal operations. No damages or losses impacted Cape May County structures or infrastructure.
September 1-3, 2021	Remnants of Hurricane Ida (EM-3573-NJ, DR-4614-NJ)	Yes	The remnants of Hurricane Ida produced heavy rainfall through the County. The County was eligible for Public Assistance through Federal Declaration.	No damages or losses impacted Cape May County structures or infrastructure.
January 31, 2021	Severe Winter Weather, Flood	No	A quick moving winter storm impacted Cape May County where a widespread 6 to 12 inches of snow fell. Moderate coastal flooding in the tidal areas of Cape May County occurred around the time of the morning high tide causing numerous road closures.	County DPW prepared roads for storm and performed snow removal operations. No damages or losses impacted Cape May County structures or infrastructure.
April 1, 2023	Severe Weather	No	Thunderstorms produced damaging winds and small to medium-sized hail. Multiple trees downed on Corson Tavern Road and Route 9 in Dennis Township. A structure fire was caused by lightning in Rio Grande.	No damages or losses impacted Cape May County structures or infrastructure.
September 23, 2023	Severe Weather	No	Tropical Storm Ophelia resulted in a steady onshore flow along the coast, causing widespread tidal flooding. There were numerous road closures. Many homes and other buildings were surrounded by flood waters with some minor property damage occurring.	No damages or losses impacted Cape May County structures or infrastructure.
January 19, 2024	Severe Winter Weather	No	A winter storm brought widespread light to moderate snowfall accumulations across the region. Snowfall totals ranged largely from around 3 to 4 across much of the zone. The highest snowfall report was from Dennis Township with 4.9.	County DPW prepared roads for storm and performed snow removal operations. No damages or losses impacted Cape May County structures or infrastructure.

EM = Emergency Declaration (FEMA)
 FEMA = Federal Emergency Management Agency
 DR = Major Disaster Declaration (FEMA)
 N/A = Not applicable

2.6.3 Hazard Ranking and Vulnerabilities

The hazard profiles in Volume I have detailed information regarding each planning partner’s vulnerability to the identified hazards. The following presents key risk assessment results for Cape May .



Hazard Ranking

The participating jurisdictions have differing degrees of vulnerability to the hazards of concern, so each jurisdiction ranked its own degree of risk to each hazard. The community-specific hazard ranking is based on problems and impacts identified by the risk assessment presented in Volume I. The ranking process involves an assessment of the likelihood of occurrence for each hazard; the potential impacts of the hazard on people, property, and the economy; community capabilities to address the hazard; and changing future climate conditions. Cape May reviewed the County hazard ranking and individual results to assess the relative risk of the hazards of concern to the community. During the review of the hazard ranking, the County indicated the rankings were appropriate.

Table 2-15 shows Cape May’s final hazard rankings for identified hazards of concern. Mitigation action development uses the ranking to target hazards with the highest risk.

Table 2-15. Hazard Ranking

Hazard	Rank
Dam Failure	Low
Drought	Medium
Earthquake	Low
Extreme Temperature	Medium
Flood	High
Severe Weather	High
Severe Winter Weather	Medium
Wildfire	Medium

Note: The scale is based on the hazard rankings established in Volume I, modified as appropriate based on review by the jurisdiction

Critical Facilities

Table 2-16 identifies critical facilities in the community located in the 1 percent and 0.2 percent annual chance floodplains.

Table 2-16. Critical Facilities Flood Vulnerability

Name	Type	Vulnerability	
		1% Annual Chance Event	0.2% Annual Chance Event
Public Safety Training Center	County Building	X	X
Park Commission North	County Building	X	X
Chambers of Commerce	County Building	X	X
Park Commission South	County Building	X	X
Compost Plant	County Building	X	X
Hereford Inlet Lighthouse	Historic Site	X	X

Source: Cape May County 2022, 2024; HIFLD 2024; USACE 2024



In addition to critical facilities that are exposed to flooding, the following dams are located in Cape May County. While there are no high hazard potential dams in the County, there are four low hazard potential dams and seven significant hazard potential dams.

- Magnolia Lake Dam (*significant; Dennis Township*)
- East Creek Pond Dam (*significant; Dennis Township*)
- West Creek Dam (*significant; Dennis Township*)
- Meisle (Nummy) Lake Dam (*low; Dennis Township*)
- Ludlam Pond Dam (*significant; Dennis Township*)
- Johnson Pond Dam (*significant; Dennis Township*)
- Nummytown Mill Pond Dam (*significant; Middle Township*)
- Beaver Club Dam (*low; Middle Township*)
- Tuckahoe Dam (*low; Upper Township*)
- New Jersey No Name # 123 Dam (*low; Upper Township*)
- Tarkiln Pond Dam (*significant; Upper Township*)

2.6.4 Identified Issues

After a review of Cape May's hazard event history, hazard rankings, hazard location, and current capabilities, Cape May identified the following vulnerabilities within the community:

- Critical facilities in the special flood hazard area may have an increased risk to flooding impacts. The following critical facilities are County-owned and are located in the special flood hazard area:
 - Public Safety Training Center
 - Park Commission North
 - Chambers of Commerce
 - Park Commission South
 - Compost Plant
 - Hereford Inlet Lighthouse
- Frequent flooding events have resulted in damages to residential properties. These properties have been repetitively flooded as documented by paid NFIP claims. The County has 2,275 NFIP repetitive loss properties, 84 FMA repetitive loss property, and 394 NFIP severe repetitive loss property, but other properties may be impacted by flooding as well.
- There are seven significant hazard dams in the County within two of its jurisdictions, and several more in surrounding counties, including Atlantic County. Dams have the potential to severely impact those within inundation areas. Climate change may result in an increase in the frequency and severity of weather-related disaster events, which may contribute to the likelihood of a dam failure event.
- Several dams in Cape May County have received poor or unsatisfactory safety ratings on their most recent inspections. Dams with poor or unsatisfactory safety ratings have deficiencies that could potentially make dam failure more likely to occur or the consequences of dam failure more significant.
- Several bridges in the County must be replaced as they are functionally obsolete and structurally deficient. The bridges provide access to various jurisdictions within the County and are identified as evacuation



routes. Ensuring these bridges are structurally sound and operational is necessary to support the transportation and safety and security lifelines. The following bridges must be replaced or improved:

- Townsends Inlet Bridge
- Corson's Inlet Bridge
- Grassy Sound Bridge
- Great Channel Bridge
- 96th Street Bascule Bridge
- Portions of the Zoo are without standby generators. In the event of severe weather causing prolonged power outages, these areas are left without electricity. These areas involve direct life support such as heat. Other areas will lose electric restraining barriers and will allow animals to exit their enclosures. The Zoo's Diet Building maintains three large walk-in units that will lose the food source for the 550 animals.
- The existing timber groin on Beach Ave (CR-604) in Cape May is deteriorated and needs to be replaced from Wilmington Avenue south.
- Beach Ave (CR-604) discharges stormwater runoff through outfalls to the Ocean. These outfalls fill with sand due to littoral drift, causing clogs and water backup that causes flooding and requires frequent maintenance.
- CR-621 is a designated County evacuation route for the Wildwoods, including Diamond Beach in Lower Township. The Route traverses a low-lying stretch of marsh that is vulnerable to tidal and nuisance flooding. Additionally, the Route is served by several bridges that are beyond their useful lives.
- Sunset Boulevard (CR-606) is a county road connecting Cape May Point and Cape May Point State Park to West Cape May, Cape May, and evacuation routes to the north. The road is low-lying and has portions that can flood with water levels as little as one foot above high tide.
- CR-614 is a highly-flood vulnerable roadway located in West Wildwood. Much of the roadway begins to flood when tide levels exceed one foot above normal high tide. The road provides the only ingress and egress to/from West Wildwood.
- Delaware Avenue/CR-640 connects the US Coast Guard Training Center to Cape May and evacuation routes to the north. Delaware Avenue is protected from Cape May Harbor by a rip-rap system that is subject to erosion and provides inconsistent protection.
- The intersection of Avalon Boulevard and the Parkway (Exit 13) is entirely within the Special Flood Hazard Area. This is a vulnerability for evacuation for both travelers coming from Seven Mile Island as well as the mainland.
- Avalon Boulevard is entirely within the Special Flood Hazard Area between the Parkway and Seven Mile Island. As a major evacuation route, the road is vulnerable to flooding from surges three feet above high tide. The road carries more than 10,000 vehicles per day in the summertime.
- Ocean Drive/Third Avenue in Avalon and Stone Harbor is a major thoroughfare connecting the communities and is the longest and busiest roadway in Avalon and Stone Harbor that is most vulnerable to flooding. Flooding impacts begin with a flood event bringing water levels just one foot above high tide. The removal of outfalls is currently in the design phase.
- The intersection of Roosevelt Boulevard (CR-623) and the Garden State Parkway sees nearly 20,000 vehicles on average each day. The intersection is located in the Special Flood Hazard Area and begins seeing flooding impacts when water levels are at least three feet above high tide. Flooding in this intersection is a major vulnerability to a major evacuation route for Ocean City.



- Roosevelt Boulevard (CR-623) is a major access road and evacuation route between Ocean City and the mainland. The road sees average daily traffic of between 10,000 and 25,000 vehicles depending on the season. The Boulevard sees flooding beginning at water levels that are two feet above high tide.
- Cape May is vulnerable to nuisance and stormwater flooding due to low-lying land elevations near Cape Island Creek and Frog Hollow. The City has installed stormwater pump stations to mitigate the flood risk. However, if the pumps fail due to severe storms, the stormwater pumps will not be able to function.
- County routes in Ocean City (including West Avenue and Bay Avenue) are low-lying and vulnerable to flooding. Ocean City has undertaken upgrades to some low-lying areas to address stormwater flooding, though these projects require integration.
- Bay Avenue is a low-lying thoroughfare and County route in Ocean City. Various sections of the roadway are particularly low-lying and vulnerable to flooding at tidal levels in excess of one foot above high tide.
- The County is reliant upon several communication towers that are vulnerable to wind damage. The loss of the towers would hinder communication during emergency situations.
- Certain portions of CR-657 near Beaver Dam Road are vulnerable to flooding owing to groundwater/high water table issues.
- Shunpike Road in Middle Township is vulnerable to stormwater flooding from inland creeks and waterways.
- Fidler Road experiences localized drainage issues and requires repaving.
- Shunpike Road, a county road, in Lower Township runs through the mainland portion of Lower Township through both uplands and wooded wetlands. The road experiences flooding during rainstorms.
- CR-626 runs through the upland portion of Middle Township near Rio Grande. The road experiences flooding issues owing to stormwater and drainage.
- Goshen-Swainton Road (CR-646) runs east-west across Middle Township connecting the neighborhoods of Goshen and Swainton. The road traverses the Cape May National Wildlife Refuge and is impacted by stormwater flooding.
- Ocean Drive runs for just over a mile in Middle Township between Stone Harbor and Grassy Sound. The road traverses a low-lying marsh island and can be impacted by tides between three and four feet above typical high tide.
- Goshen Road (CR-615) traverses through forested uplands and is vulnerable to stormwater flooding along a portion of its route in Middle Township.
- Cape May County does not have specific capital planning for post disaster recovery and improvements. A set-aside capital budgeting project for resilience projects can assist the County with prioritizing and funding capital projects seeking to reduce risk associated with the hazards which the County is exposed to.
- Cape May County's ecologically valuable landscape and historically significant streetscapes are identified for preservation in the face of increased flooding risk. In order to mitigate future damage to flood hazards while maintaining the ecological and aesthetic integrity of the County, design standards for addressing the visual impact of flood resilience measures is needed.
- 34th Street/Roosevelt Boulevard (CR-623) is a major thoroughfare into Ocean City and an evacuation route. The AADT on 34th Street ranges from nearly 12,500 vehicles in the off-season to nearly 25,000 vehicles in the summer months. The route is vulnerable to stormwater and tidal flooding owing to the low-lying elevation of the roadway and the lack of a structural barrier to flooding along Roosevelt Boulevard in the wetlands section.
- The Strathmere section of Upper Township is a low-lying barrier island community. Commonwealth Ave/CR-619 is the major north-south route through Strathmere and connects the neighborhood to



evacuation routes to the north in Ocean City and to the South in Sea Isle City. When Commonwealth Avenue is flooded, evacuation from the neighborhood is impeded. The Avenue will continue to experience inhibited access during rain and tidal events. Stormwater drainage was upgraded but outfall work has not yet been completed.

- CR-619 (Landis Avenue) and CR-625 (JFK Boulevard) are major thoroughfares in Sea Isle City and carry stormwater drainage infrastructure. The City experiences frequent nuisance flooding on these streets. Stormwater drainage was upgraded, but not all outfall work has been completed.
- Undersized culverts often result in the flooding of roadways due to the inability to handle the influx of water. Debris build-up in these undersized pipes may also result in water back-flow, leading to further roadway flooding instances and impacting the integrity of the culverts. The Lower Thorofare culvert located along CR 621 in Lower Township is undersized and experiences daily pressure flow.
- An undersized retention basin results in flooding in the intersection of State Route 47 and the newly completed bridge over Dennis Creek.
- Route 147 is on generally higher land, however, upon entering North Wildwood the roadbed elevation decreases. Flooding impacts to the roadway begin at tide levels that are one foot above typical high tides.
- Though the Exit 6 interchange is on relatively high ground, in the future sea level rise will cause the interchange to be located in the Special Flood Hazard Area and be impacted by flood events.
- Exit 4 of the Garden State Parkway is a major access point for the Wildwoods and Lower/Middle Townships. The eastern section of the intersection is in the Special Flood Hazard Area and is vulnerable to flooding at tide levels that are four feet above normal high tide.

2.7 MITIGATION STRATEGY AND PRIORITIZATION

This section discusses the status of mitigation actions from the previous HMP, describes proposed hazard mitigation actions, and prioritizes actions to address over the next five years.

2.7.1 Past Mitigation Action Status

Table 2-17 indicates progress on the County's mitigation strategy identified in the 2021 HMP. Actions that are still recommended but not completed or that are in progress are carried forward and combined with new actions as part of the mitigation strategy for this plan update. Previous actions that are now ongoing programs and capabilities are indicated as such and are presented in the capability assessment earlier in this annex.

2.7.2 Additional Mitigation Efforts

Cape May County did not identify any additional mitigation efforts completed since the last HMP.



Table 2-17. Status of Previous Mitigation Actions

Project Number	Project Name	Hazard(s) Addressed	Responsible Party	Brief Summary of the Original Problem and the Solution (Project)	Action Review 1. Status (In Progress, Ongoing Capability, No Progress, Complete) 2. Provide a narrative to describe progress or obstacles that have prevented implementation	Next Steps 1. Project to be included in the 2026 HMP or Discontinue 2. If including action in the 2026 HMP, revise/reword to be more specific (as appropriate). 3. If discontinue, explain why.
2021-CapeMayCounty-001	Saltwater Mitigation Initiative	Drought	Cape May County MUA; NJDEP; sewer operators	<p>Problem: Cape May County has notable groundwater intrusion issues due to water withdrawals and the sensitivity of the underlying aquifer.</p> <p>Solution: The County MUA proposes to examine the feasibility of groundwater recharge projects that would entail County treatment plants pumping effluent into the aquifer to push out salt water and mitigate the cost and hazard of saltwater intrusion into the County's aquifer.</p>	<p>1. No Progress</p> <p>2. This project has not risen to a high priority when compared to other critical capital improvements indicated on the Authority's 20-year Capital Renewal and Replacement Program.</p>	<p>1. Discontinue</p> <p>2. Not applicable</p> <p>3. Action will be included in the Cape May County MUA annex.</p>
2021-CapeMayCounty-002	Public Health Capacity Building	Disease Outbreak	Cape May County Public Health; Cape May County Emergency Management	<p>Problem: Cape May County's Health Department has faced significant challenges owing to COVID-19. Beginning in Fall 2021, the County's case rate climbed significantly upwards and is placing strain on the County's healthcare system. The County has identified a need to support mobilization as vaccines arrive.</p> <p>Solution: Support the integration of Public Health response with Emergency Management and take advantage of emerging</p>	<p>1. Completed</p> <p>2. CMCOEM, CMC Health Dept., and NJOEM coordinated the distribution of PPE. OEM Supported the Health Department with Vaccine Clinics.</p>	<p>1. Discontinue</p> <p>2. Not applicable</p> <p>3. Project complete</p>



Project Number	Project Name	Hazard(s) Addressed	Responsible Party	Brief Summary of the Original Problem and the Solution (Project)	Action Review 1. Status (In Progress, Ongoing Capability, No Progress, Complete) 2. Provide a narrative to describe progress or obstacles that have prevented implementation	Next Steps 1. Project to be included in the 2026 HMP or Discontinue 2. If including action in the 2026 HMP, revise/reword to be more specific (as appropriate). 3. If discontinue, explain why.
				technologies to implement life-saving projects and mitigation strategies for Cape May County Residents. The County will support the acquisition of PPE and vaccine distribution equipment.		
2021-CapeMayCounty-003	County Radio Acquisitions	All hazards	Cape May County Emergency Management	<p>Problem: Cape May County law enforcement agencies recently upgraded to P-25 compliant radios. However, County EMS and fire departments have seen patchwork acquisition of P-25 radios due to the high cost of new radios.</p> <p>Solution: The County proposes to purchase 700 MHz radios and systems for Departments. This will allow Departments with fewer financial resources the ability to more quickly integrate into the new P-25 system. Additionally, the County proposes to undertake infrastructure improvements necessary to support the radio implementation.</p>	<ol style="list-style-type: none"> 1. Completed 2. OEM applied for and received an Assistance for Fireman Grant for the purchase of 700 MHz radios to participating fire companies. 	<ol style="list-style-type: none"> 1. Discontinue 2. Not applicable 3. Project complete
2021-CapeMayCounty-004	Townsend's Inlet Seawall Mitigation	Flood; Hurricane, Tropical Storm; Nor'easter; Climate	US Army Corps of Engineers (lead); Cape May County Public Works/County Engineer	Problem: Ocean Drive (CR-619) crossing Townsend's Inlet and connecting Sea Isle City and Avalon is vulnerable to coastal erosion. The road is vulnerable to	<ol style="list-style-type: none"> 1. No Progress 2. The project has not been initiated due to permitting complications. This bridge is part of an active LCD study for replacement which may 	<ol style="list-style-type: none"> 1. Include 2. Change action to bridge replacement 3. Not applicable



Project Number	Project Name	Hazard(s) Addressed	Responsible Party	Brief Summary of the Original Problem and the Solution (Project)	Action Review 1. Status (In Progress, Ongoing Capability, No Progress, Complete) 2. Provide a narrative to describe progress or obstacles that have prevented implementation	Next Steps 1. Project to be included in the 2026 HMP or Discontinue 2. If including action in the 2026 HMP, revise/reword to be more specific (as appropriate). 3. If discontinue, explain why.
		Change and Sea Level Rise; Coastal Erosion		overtopping and waves crash over the existing seawall. Solution: In conjunction with the Army Corps, the County proposes to extend the pilecap on the seawall at Townsend's Inlet and elevate it 18 inches to minimize overwash.	impact the seawall. Rather than performing independent improvements to the seawall, we are looking to incorporate those improvement into the bridge replacement project. The required modifications to the seawall will be improved in a coordinated design of the Townsends inlet bridge replacement project.	
2021-CapeMayCounty-005	CR-604/Beach Ave Flood Protection	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise; Coastal Erosion	US Army Corps of Engineers; Cape May County Public Works/County Engineer; NJDEP; Cape May City	Problem: The existing timber groin on Beach Ave (CR-604) in Cape May is deteriorated and needs to be replaced from Wilmington Avenue south. See also 2021-Cape May City-007 Solution: Replace the existing timber groin with a hardened structure that extends the existing promenade and offers an enhanced level of protection from storm surge and flooding events.	1. In Progress 2. The county is working in conjunction with the City of Cape May who is securing FEMA approval to raise the Wilmington Avenue seawall as part of a coordinated project.	1. Include 2. Not applicable 3. Not applicable
2021-CapeMayCounty-006	CR-604/Beach Ave Drainage Improvements	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea	US Army Corps of Engineers; Cape May County Public Works/County Engineer; NJDEP; Cape May City	Problem: Beach Ave (CR-604) discharges stormwater runoff through outfalls to the Ocean. These outfalls fill with sand due to littoral drift, causing clogs and water backup that causes flooding and requires frequent maintenance.	1. In Progress 2. Several outfalls have now been tied into existing pump stations as an interim improvement . The long-term plan is to slip line the outfalls to prevent further deterioration and install a new pumping	1. Include 2. Not applicable 3. Not applicable



Project Number	Project Name	Hazard(s) Addressed	Responsible Party	Brief Summary of the Original Problem and the Solution (Project)	Action Review 1. Status (In Progress, Ongoing Capability, No Progress, Complete) 2. Provide a narrative to describe progress or obstacles that have prevented implementation	Next Steps 1. Project to be included in the 2026 HMP or Discontinue 2. If including action in the 2026 HMP, revise/reword to be more specific (as appropriate). 3. If discontinue, explain why.
		Level Rise; Coastal Erosion		Solution: The County proposes to redirect flow of stormwater through the use of pumping stations so that stormwater does not discharge into the Ocean and is routed towards a more resilient location.	station that discharges to Cape May Harbor. This will be a long-term commitment due to required capital funding and permitting.	
2021-CapeMayCounty-007	CR-621 Pacific Ave/Ocean Drive	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	County Engineering	Problem: CR-621 is a designated County evacuation route for the Wildwoods, including Diamond Beach in Lower Township. The Route traverses a low-lying stretch of marsh that is vulnerable to tidal and nuisance flooding. Additionally, the Route is served by several bridges that are beyond their useful lives. Solution: Replace three (3) bridges and elevate 2.7 miles of County Route 621 in Lower Township. The projects are currently in the concept development stage and have been submitted to NJDOT for preliminary engineering.	1. In Progress 2. This project received LCD approval to advance to Preliminary Engineering. The project is in the Preliminary design and permitting stage with about 10% of the engineering completed to date. Anticipated design is expected to be completed in 2030 allowing the project to be constructed pending adequate funding.	1. Include 2. Not applicable 3. Not applicable
2021-CapeMayCounty-008	CR-606/Sunset Boulevard	Flood; Hurricane, Tropical Storm; Nor'easter; Climate	County Engineering	Problem: Sunset Boulevard (CR-606) is a county road connecting Cape May Point and Cape May Point State Park to West Cape May, Cape May, and evacuation routes to the north. The road is	1. In Progress 2. The preliminary engineering and final engineering contract have been award in 2023 and permitting and design is advancing. The project	1. Include 2. Not applicable 3. Not applicable



Project Number	Project Name	Hazard(s) Addressed	Responsible Party	Brief Summary of the Original Problem and the Solution (Project)	Action Review 1. Status (In Progress, Ongoing Capability, No Progress, Complete) 2. Provide a narrative to describe progress or obstacles that have prevented implementation	Next Steps 1. Project to be included in the 2026 HMP or Discontinue 2. If including action in the 2026 HMP, revise/reword to be more specific (as appropriate). 3. If discontinue, explain why.
		Change and Sea Level Rise		low-lying and has portions that can flood with water levels as little as one foot above high tide. Solution: Elevate ~1.5 miles of CR-606 (Sunset Boulevard) through the South Cape May Meadows (Lower and WCM). Preliminary work has been completed for drainage and the project is in concept design.	received a 3.0 million dollar TAP grant in November of 2024 and will be advancing along a Federal project timeline. We anticipate that the project will be federally authorized in the fall of 2026 with construction commencing in the fall of 2027.	
2021-CapeMayCounty-009	GSP Exit 4 Elevation	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	NJDOT and NJ Turnpike Authority	Problem: Exit 4 of the Garden State Parkway is a major access point for the Wildwoods and Lower/Middle Townships. The eastern section of the intersection is in the Special Flood Hazard Area and is vulnerable to flooding at tide levels that are four feet above normal high tide. Solution: Intersection of State Route 47 and the Garden State Parkway (Middle Township) – Elevate Route 47 roadway and ramps, which will require elevation of the Parkway bridge overpass.	1. No Progress 2. Full status on the action is unknown, as NJDOT and NJ Turnpike Authority were unable to be contacted to receive comment. It is assumed the issues still exist.	1. Include 2. Not applicable 3. Not applicable
2021-CapeMayCounty-010	Glenwood Avenue (CR-614) Flood Mitigation	Flood; Hurricane, Tropical Storm; Nor'easter;	County Engineering and municipality	Problem: CR-614 is a highly-flood vulnerable roadway located in West Wildwood. Much of the roadway begins to flood when tide levels exceed one foot above	1. In Progress 2. The county has recently upgraded both municipal and County outfalls in the Borough during the 2024 construction	1. Include 2. Not applicable 3. Not applicable



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		Climate Change and Sea Level Rise		normal high tide. The road provides the only ingress and egress to/from West Wildwood. Solution: Address flooding on Glenwood Avenue (CR-614) through West Wildwood.	season. Additional upgrades are planned as is the future resurfacing of the roadway. Resurfacing will likely commence in 2030.	
2021-CapeMayCounty-011	GSP Exit 6 Flood Mitigation	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	State DOT and NJ Turnpike Authority	Problem: Though the Exit 6 interchange is on relatively high ground, in the future sea level rise will cause the interchange to be located in the Special Flood Hazard Area and be impacted by flood events. Solution: Intersection of State Route 147 and the Garden State Parkway (Middle Township) – Elevate Route 147 roadway and ramps, which will require elevation of the Parkway bridge overpass	1. No Progress 2. Full status on the action is unknown, as NJDOT and NJ Turnpike Authority were unable to be contacted to receive comment. It is assumed the issues still exist.	1. Include 2. Not applicable 3. Not applicable
2021-CapeMayCounty-012	Route 147 Elevation	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	State DOT and municipality	Problem: Route 147 is on generally higher land, however, upon entering North Wildwood the roadbed elevation decreases. Flooding impacts to the roadway begin at tide levels that are one foot above typical high tides. Solution: Elevate tie-in section of State Route 147 into North Wildwood	1. No Progress 2. Full status on the action is unknown, as NJDOT was unable to be contacted to receive comment. It is assumed the issues still exist.	1. Include 2. Not applicable 3. Not applicable



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2021-CapeMayCounty-013	Dennis Creek at Route 47 Flood Mitigation	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	State DOT	<p>Problem: An undersized retention basin results in flooding in the intersection of State Route 47 and the newly completed bridge over Dennis Creek.</p> <p>Solution: Rectify cause of flooding at the intersection of State Route 47 and the newly completed bridge over Dennis Creek. A channel was recently cut into the meadows to alleviate the flooding, but the issue is not fully addressed.</p>	<p>1. No Progress</p> <p>2. Full status on the action is unknown, as NJDOT was unable to be contacted to receive comment. It is assumed the issues still exist.</p>	<p>1. Include</p> <p>2. Not applicable</p> <p>3. Not applicable</p>
2021-CapeMayCounty-014	CR-640/Coast Guard Shoreline Protection	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise; Coastal Erosion	County Engineering and USACE	<p>Problem: Delaware Avenue/CR-640 connects the US Coast Guard Training Center to Cape May and evacuation routes to the north. Delaware Avenue is protected from Cape May Harbor by a rip-rap system that is subject to erosion and provides inconsistent protection.</p> <p>Solution: Install shoreline protection for CR-640 (entrance to Coast Guard Base) along the Cape May Harbor in the City of Cape May.</p>	<p>1. In Progress</p> <p>2. The design plans have been advanced to 95% and are expected to be ready to bid in the spring of 2025. A September 2025 construction commencement is anticipated.</p>	<p>1. Include</p> <p>2. Not applicable</p> <p>3. Not applicable</p>
2021-CapeMayCounty-015	Wildwoods CR-621 Flood Mitigation.	Flood; Hurricane, Tropical Storm;	County Engineering, Municipalities, and USACE	<p>Problem: Pacific Avenue is a low-lying major roadway in Wildwood Crest that is vulnerable to nuisance flooding. The corridor is</p>	<p>1. Completed</p> <p>2. This project has been constructed and completed in May 2024. The county is</p>	<p>1. Discontinue</p> <p>2. Not applicable</p> <p>3. Project complete</p>



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		Nor'easter; Climate Change and Sea Level Rise		being slated for a revitalization and upgrade of which drainage improvements will be a part. Solution: Upgrade stormwater drainage system along CR-621 and arterials in the Wildwoods.	currently closing out the paperwork.	
2021-CapeMayCounty-016	GSP Exit 13 Flood Mitigation	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	County Engineering with NJTA	Problem: The intersection of Avalon Boulevard and the Parkway (Exit 13) is entirely within the Special Flood Hazard Area. This is a vulnerability for evacuation for both travelers coming from Seven Mile Island as well as the mainland. Solution: Intersection of Avalon Boulevard and the Garden State Parkway (Middle Township) – Elevate Avalon Boulevard roadway and ramps, which will first require elevation of the Parkway bridge overpass.	1. In Progress 2. This project will be coordinated with the NJTA long term resiliency plans for the Parkway as it will require modifying a NJTA asset. A traffic signal at this intersection will be evaluated in 2026 and at that time a decision will be made to advance the signal project while elevating the roadway or splitting the road improvement into a separate contract.	1. Include 2. Not applicable 3. Not applicable
2021-CapeMayCounty-017	Avalon Boulevard (CR-601) Elevation	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	County Engineering	Problem: Avalon Boulevard is entirely within the Special Flood Hazard Area between the Parkway and Seven Mile Island. As a major evacuation route, the road is vulnerable to flooding from surges three feet above high tide. The road carries more than 10,000 vehicles per day in the summertime.	1. In Progress 2. The elevation of the roadway will occur over an extended period of time thru incremental planned overlays of the asphalt paving surface.	1. Include 2. Not applicable 3. Not applicable



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				Solution: Elevate Avalon Boulevard from Parkway into Avalon proper (~2.5 miles).		
2021-CapeMayCounty-018	Seven Mile Island CR-619 Stormwater Improvements	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	County Engineering with municipalities	<p>Problem: Ocean Drive/Third Avenue in Avalon and Stone Harbor is a major thoroughfare connecting the communities and is the longest and busiest roadway in Avalon and Stone Harbor that is most vulnerable to flooding. Flooding impacts begin with a flood event bringing water levels just one foot above high tide. The removal of outfalls is currently in the design phase.</p> <p>Solution: Upgrade stormwater system on CR-619 through Stone Harbor and Avalon</p>	<p>1. In Progress 2. Third Avenue is currently under construction with modest increase to the roadway elevation. In addition, additional drainage pipes have been added and outfalls have been upgraded. Several outfall locations have been retrofitted to accommodate future regional pump stations.</p>	<p>1. Include 2. Not applicable 3. Not applicable</p>
2021-CapeMayCounty-019	GSP Exit 25 Flood Mitigation	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	County Engineering and NJ Turnpike Authority	<p>Problem: The intersection of Roosevelt Boulevard (CR-623) and the Garden State Parkway sees nearly 20,000 vehicles on average each day. The intersection is located in the Special Flood Hazard Area and begins seeing flooding impacts when water levels are at least three feet above high tide. Flooding in this intersection is a major vulnerability to a major evacuation route for Ocean City.</p>	<p>1. No Progress 2. This project has been put on hold by the county since the corridor is part of a NJDOT scoping study . The NJDOT has shown interest in acquiring this section of Roosevelt Boulevard from the County and the noted improvement may advance as a State project.</p>	<p>1. Include 2. Not applicable 3. Not applicable</p>



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				Solution: Intersection of Roosevelt Boulevard (CR-623) and the Garden State Parkway (Upper Township) – Roosevelt Boulevard Elevate roadway and ramps, which will first require elevation of the Parkway bridge overpass.		
2021-CapeMayCounty-020	Ocean City CR-623 Elevation	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	County Engineering	<p>Problem: Roosevelt Boulevard (CR-623) is a major access road and evacuation route between Ocean City and the mainland. The road sees average daily traffic of between 10,000 and 25,000 vehicles depending on the season. The Boulevard sees flooding beginning at water levels that are two feet above high tide.</p> <p>Solution: Elevate Roosevelt Boulevard (CR-623) from the Parkway into Ocean City proper.</p>	<p>1. In Progress 2. This is part of a two-phase project with the first phase, from the Roosevelt Boulevard bridge to Bay Avenue scheduled to commence in the fall of 2025. The remaining portion of the roadway is scheduled to be in design in 2026.</p>	<p>1. Include 2. Not applicable 3. Not applicable</p>
2021-CapeMayCounty-021	Cape May City Stormwater Pump Station Resilience	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	County Engineering and Municipality	Problem: Cape May is vulnerable to nuisance and stormwater flooding due to low-lying land elevations near Cape Island Creek and Frog Hollow. The City has installed stormwater pump stations to mitigate the flood risk. However, if the pumps fail due to severe storms, the stormwater pumps will not be able to function.	<p>1. In Progress 2. This is an ongoing project that is being scoped for funding.</p>	<p>1. Include 2. Not applicable 3. Not applicable</p>



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				Solution: Install backup power to two stormwater pump stations at Madison Avenue and Grant Avenue in Cape May City. Work with the City to properly site the generator, which could be co-managed with the City to provide backup power for their station on Queen Street and Benton Avenue.		
2021-CapeMayCounty-022	Ocean City CR-619/CR-656 Upgrades	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	County Engineering with municipal support	<p>Problem: County routes in Ocean City (including West Avenue and Bay Avenue) are low-lying and vulnerable to flooding. Ocean City has undertaken upgrades to some low-lying areas to address stormwater flooding, though these projects require integration.</p> <p>Solution: Upgrade storm drainage in Ocean City to meet the current 25-year design storm, inclusive of larger drainage pipes.</p>	<p>1. In Progress</p> <p>2. The county has and continues to upgrade the drainage along this corridor on a block-by-block basis.</p>	<p>1. Include</p> <p>2. Not applicable</p> <p>3. Not applicable</p>
2021-CapeMayCounty-023	Bay Avenue (CR-659) Elevation	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	County Engineering with municipal support	<p>Problem: Bay Avenue is a low-lying thoroughfare and County route in Ocean City. Various sections of the roadway are particularly low-lying and vulnerable to flooding at tidal levels in excess of one foot above high tide.</p>	<p>1. No Progress</p> <p>2. This has not developed as it will require substantial right of way and private easements. The project will require the raising of private lawn area and public cooperation. Bay Avenue has been resurfaced in 2021 and</p>	<p>1. Include</p> <p>2. Not applicable</p> <p>3. Not applicable</p>



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				Solution: Elevate Bay Avenue (CR-659) to a congruent height (at least 3 ft NAVD88) in floodprone areas (33rd to 28th, 20th to 18th, 9th to 2nd).	any major road upgrades will be considered after the useful life of the paving has been exhausted.	
2021-CapeMayCounty-024	Communication Tower Mitigation	Hurricane, Tropical Storm; Nor'easter; Severe Storm; Severe Winter Weather	CMC OEM & Engineering working with facility owners and municipal support	<p>Problem: The County is reliant upon several communication towers that are vulnerable to wind damage. The loss of the towers would hinder communication during emergency situations.</p> <p>Solution: Retrofit or replace county communications towers (Paris Grant Program towers) including those located on water towers, which are currently rated for winds less than Cat1 strength</p>	<p>1. No Progress</p> <p>2. The county has not identified a funding source.</p>	<p>1. Include</p> <p>2. Not applicable</p> <p>3. Not applicable</p>
2021-CapeMayCounty-025	CR-657 Beaver Dam Flood Assessment	Severe Weather, Flood; Hurricane and Tropical Storm	County Engineering with municipal support	<p>Problem: Certain portions of CR-657 near Beaver Dam Road are vulnerable to flooding owing to groundwater/high water table issues.</p> <p>Solution: Conduct an engineering study to understand flooding issues and evaluate possible solutions at low areas along Court House-South Dennis Road (CR657) near Beaver Dam Road in Dennis Township.</p>	<p>1. In Progress</p> <p>2. The county will be addressing localized drainage near Tally Hoe Road in 2025 and the overall roadway drainage improvement will be part of a programmed roadway reconstruction project in 2030.</p>	<p>1. Include</p> <p>2. Not applicable</p> <p>3. Not applicable</p>



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2021-CapeMayCounty-026	Shunpike Road (CR620) Flood Mitigation	Severe Weather, Flood; Hurricane and Tropical Storm	County Engineering with municipal support	<p>Problem: Shunpike Road in Middle Township is vulnerable to stormwater flooding from inland creeks and waterways.</p> <p>Solution: Conduct an engineering study to understand flooding issues and evaluate possible solutions along the entire length of Shunpike Road (CR620) in Middle Township.</p>	<p>1. In Progress</p> <p>2. Drainage and roadway upgrades are planned as part of a road contact scheduled to be constructed in the summer 2025.</p>	<p>1. Include</p> <p>2. Not applicable</p> <p>3. Not applicable</p>
2021-CapeMayCounty-027	Fishing Creek/Academy Road (CR639) Flood Mitigation	Severe Weather, Flood; Hurricane and Tropical Storm	County Engineering with municipal support	<p>Problem: Fishing Creek/Academy Road (CR-639) is a road running through uplands and wetlands in mainland Lower Township. The road experiences nuisance stormwater flooding.</p> <p>Solution: Conduct an engineering study to understand flooding issues and evaluate possible solutions along Fishing Creek/Academy Road (CR639) in Lower Township.</p>	<p>1. Completed</p> <p>2. This has been addressed in 2023 as part of a countywide maintenance drainage contract.</p>	<p>1. Discontinue</p> <p>2. Not applicable</p> <p>3. Project completed</p>
2021-CapeMayCounty-028	Fidler Road (CR638) Drainage Mitigation	Severe Weather, Flood; Hurricane and Tropical Storm	County Engineering with municipal support	<p>Problem: Fidler Road experiences localized drainage issues and requires repaving.</p> <p>Solution: Conduct an engineering study to understand flooding issues and evaluate possible solutions along Fidler Road (CR638) in Dennis Township.</p>	<p>1. In Progress</p> <p>2. A drainage evaluation will occur in 2025 to address areas of localized ponding.</p>	<p>1. Include</p> <p>2. Not applicable</p> <p>3. Not applicable</p>



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				Once solutions are identified, implement solutions (apply for and obtain grant funding if needed).		
2021-CapeMayCounty-029	Shunpike Road (CR644) Flood Mitigation	Severe Weather, Flood; Hurricane and Tropical Storm	County Engineering with municipal support	<p>Problem: Shunpike Road, a county road, in Lower Township runs through the mainland portion of Lower Township through both uplands and wooded wetlands. The road experiences flooding during rainstorms.</p> <p>Solution: Conduct an engineering study to understand flooding issues and evaluate possible solutions along Shunpike Road (CR644) in Lower Township</p>	<p>1. In Progress</p> <p>2. This section of the road south of Route 47 will undergo drainage improvement in summer of 2025 as a pre-requisite to a resurfacing project.</p>	<p>1. Include</p> <p>2. Not applicable</p> <p>3. Not applicable</p>
2021-CapeMayCounty-030	Railroad Avenue (CR626) Flood Mitigation	Severe Weather, Flood; Hurricane and Tropical Storm	County Engineering with municipal support	<p>Problem: CR-626 runs through the upland portion of Middle Township near Rio Grande. The road experiences flooding issues owing to stormwater and drainage.</p> <p>Solution: Conduct an engineering study to understand flooding issues and evaluate possible solutions along Railroad Avenue (CR626) in Middle Township</p>	<p>1. In Progress</p> <p>2. Seashore Road north of Route 9 has been addressed in 2018 as part of a resurfacing project. The remaining areas will be addressed over the next 3 years.</p>	<p>1. Include</p> <p>2. Not applicable</p> <p>3. Not applicable</p>
2021-CapeMayCounty-031	Seashore Road (CR626) Flood Mitigation	Severe Weather, Flood; Hurricane	County Engineering with municipal support	<p>Problem: Seashore Road runs from Middle Township to West Cape May through Middle Township. The road is</p>	<p>1. Completed</p> <p>2. This has been addressed in 2023 as part of a major resurfacing project.</p>	<p>1. Discontinue</p> <p>2. Not applicable</p> <p>3. Project completed</p>



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		and Tropical Storm		<p>predominantly located along uplands but experiences nuisance stormwater flooding.</p> <p>Solution: Conduct an engineering study to understand flooding issues and evaluate possible solutions along Seashore Road (CR626) in Lower Township</p>		
2021-CapeMayCounty-032	Dias Creek Road (CR612) Flood Mitigation	Severe Weather, Flood; Hurricane and Tropical Storm	County Engineering with municipal support	<p>Problem: Dias Creek Road runs between Route 47 and Cape May Courthouse through wetlands, forest, and low-density residential areas. The area is subject to stormwater flooding. Flooding for one side of the road has been mitigated.</p> <p>Solution: Conduct an engineering study to understand flooding issues and evaluate possible solutions along Dias Creek Road (CR612) in Middle Township</p>	<p>1. Completed</p> <p>2. This was determined to not be a major issue, and only isolated ponding occurs which will be addressed as part of a future drainage project.</p>	<p>1. Discontinue</p> <p>2. Not applicable</p> <p>3. This was determined to not be a major issue, and only isolated ponding occurs which will be addressed as part of a future drainage project.</p>
2021-CapeMayCounty-033	Goshen-Swainton Road (CR646) Flood Mitigation	Severe Weather, Flood; Hurricane and Tropical Storm	County Engineering with municipal support	<p>Problem: Goshen-Swainton Road (CR-646) runs east-west across Middle Township connecting the neighborhoods of Goshen and Swainton. The road traverses the Cape May National Wildlife Refuge and is impacted by stormwater flooding.</p>	<p>1. In Progress</p> <p>2. Evaluating possible solutions.</p>	<p>1. Include</p> <p>2. Not applicable</p> <p>3. Not applicable</p>



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				Solution: Conduct an engineering study to understand flooding issues and evaluate possible solutions along Goshen-Swainton Road (CR646) in Middle Township		
2021-CapeMayCounty-034	West Cape May Drainage Improvements	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise; Coastal Erosion	County Engineering; West Cape May Borough	<p>Problem: The Perry Street (CR-633) outfall in West Cape May receives and conveys the Borough's drainage. The outfall requires reconfiguration due to the volume of water, causing the potential for backups.</p> <p>Solution: Develop a stormwater master plan for West Cape May</p>	<p>1. No Progress 2. The project has not been initiated due to permitting complications. This bridge is part of an active LCD study for replacement which may impact the seawall. Rather than performing independent improvements to the seawall, we are looking to incorporate those improvement into the bridge replacement project. The required modifications to the seawall will be improved in a coordinated design of the inlet bridge replacement project.</p>	<p>1. Include 2. Change action to bridge replacement 3. Not applicable</p>
2021-CapeMayCounty-035	Ocean Drive (CR619) Shore Protection at Townsends Inlet	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise;	County Engineering/ Planning with municipal support	Problem: Townsends Inlet in Avalon experiences wave overtopping due to a lack of beach fill and protective measures. This threatens traveling vehicles and the integrity of the roadway.	<p>1. Ongoing Capability 2. Ongoing as needed by CMCDPW.</p>	<p>1. Discontinue 2. Not applicable 3. Performed as needed by CMCDPW</p>



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		Coastal Erosion		Solution: Install shore protection along Ocean Drive (CR619) at Townsends Inlet in Avalon.		
2021-CapeMayCounty-036	Ocean Drive (CR619) Flood Mitigation at Nummy Island	Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise; Coastal Erosion	County Engineering with municipal support	Problem: Ocean Drive runs for just over a mile in Middle Township between Stone Harbor and Grassy Sound. The road traverses a low-lying marsh island and can be impacted by tides between three and four feet above typical high tide. Solution: Install shore/roadway protection along Ocean Drive (CR619) in Middle Township	1. In Progress 2. Phase 1 from Dias Creek Road to Bidwell's branch has been completed in 2024. The remainder of the road project is planned for 2025.	1. Include 2. Not applicable 3. Not applicable
2021-CapeMayCounty-037	Goshen Road (CR615) Drainage Improvements	Flood, Severe Weather; Hurricane and Tropical Storm	County Engineering with municipal support	Problem: Goshen Road (CR-615) traverses through forested uplands and is vulnerable to stormwater flooding along a portion of its route in Middle Township. Solution: Construction of storm drain pipe to minimize flooding on Goshen Road (CR615) from Johnson Lane to Church Street in Middle Township.	1. In Progress 2. The approved budget for 2025 does not develop a line item for such funding, it will be considered in future budgets pending impact on taxpayers.	1. Include 2. Not applicable 3. Not applicable
2021-CapeMayCounty-038	Capital Improvement Plan Development	All Hazards	CMC Planning Department, Working with Engineering/DPW and OEM	Problem: Cape May County does not have specific capital planning for post disaster recovery and improvements. A set-aside capital budgeting project for resilience projects can assist the County	1. In Progress 2. The county will be addressing localized drainage near Tally Hoe Road in 2025 and the overall roadway drainage improvement will be	1. Include 2. Not applicable 3. Not applicable



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				with prioritizing and funding capital projects addressing flooding and climate change. Solution: Develop a five-year Post Disaster Recovery Capital Improvement Plan for capital projects directly linked to recovery, mitigation or preparedness.	part of a programmed roadway reconstruction project in 2030.	
2021-CapeMayCounty-039	Neighborhood Adaptation Planning	Severe Storm; Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	Cape May County Planning Department; Municipal partners	Problem: In the wake of flooding event and local economic changes, various rehabilitation, redevelopment areas, historic districts, open space plans, and other planning documents have been updated and re-examined. Solution: Assist with the preparation of planning products for neighborhoods, parks, and local areas.	1. Ongoing Capability 2. Through the County's Municipal Redevelopment Initiative, County planning staff have been involved with redevelopment initiatives in Wildwood, Dennis Township, and Middle Township. Through this initiative, the County can assist localities with soft costs for ordinance development, acquisitions and related costs, and demolition and preparation for resale.	1. Discontinue 2. Not applicable 3. Ongoing initiative by the County
2021-CapeMayCounty-040	Cape May County Design Standards	Severe Storm; Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change	Cape May County Planning Department	Problem: Cape May County's ecologically valuable landscape and historically significant streetscapes are identified for preservation in the face of increased flooding risk. In order to mitigate future damage to flood hazards while maintaining the ecological and aesthetic integrity	1. In Progress 2. In 2025-2026, County planning staff, in conjunction with Engineering staff and consultants, aims to update the Subdivision and Site Plan Resolution to be consistent with current design standards and to reflect best	1. Include 2. Not applicable 3. Not applicable



Project Number	Project Name	Hazard(s) Addressed	Responsible Party	Brief Summary of the Original Problem and the Solution (Project)	Action Review 1. Status (In Progress, Ongoing Capability, No Progress, Complete) 2. Provide a narrative to describe progress or obstacles that have prevented implementation	Next Steps 1. Project to be included in the 2026 HMP or Discontinue 2. If including action in the 2026 HMP, revise/reword to be more specific (as appropriate). 3. If discontinue, explain why.
		and Sea Level Rise		<p>of the County, design standards for addressing the visual impact of flood resilience measures is needed.</p> <p>Solution: Develop design standards consistent with the County's landscapes and Creative Placemaking Plan to alleviate the impact of elevating bulkheads, buildings, and other floodproofing measures.</p>	management practices with respect to floodproofing measures.	
2021-CapeMayCounty-041	34th Street Stormwater Pump Station	Severe Storm; Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	Cape May County Public Works/County Engineer; City of Ocean City	<p>Problem: 34th Street/Roosevelt Boulevard (CR-623) is a major thoroughfare into Ocean City and also an evacuation route. The AADT on 34th Street ranges from nearly 12,500 vehicles in the off-season to nearly 25,000 vehicles in the summer months. The route is vulnerable to stormwater and tidal flooding owing to the low-lying elevation of the roadway and the lack of a structural barrier to flooding along Roosevelt Boulevard in the wetlands section.</p> <p>Solution: The County proposes to install a stormwater pump station serving 34th Street to alleviate nuisance flooding on the road and maintain the utility of the</p>	<ol style="list-style-type: none"> In Progress The pumping stations have been installed in 2024. The roadway is scheduled to be elevated in 2025. 	<ol style="list-style-type: none"> Include Indicate roads have been elevated and focus project on roadway elevation. Not applicable



Project Number	Project Name	Hazard(s) Addressed	Responsible Party	Brief Summary of the Original Problem and the Solution (Project)	Action Review 1. Status (In Progress, Ongoing Capability, No Progress, Complete) 2. Provide a narrative to describe progress or obstacles that have prevented implementation	Next Steps 1. Project to be included in the 2026 HMP or Discontinue 2. If including action in the 2026 HMP, revise/reword to be more specific (as appropriate). 3. If discontinue, explain why.
				evacuation route during flooding events.		
2021-CapeMayCounty-042	Road Flooding Warning Signs	Severe Storm; Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	Cape May County Public Works/County Engineer; Local agencies; Local fire departments	<p>Problem: County roadways, particularly on the barrier islands, frequently experience flooding due to a combination of stormwater and tidal flooding. Motorists (particularly the County's part-time resident and visitors) may not be aware of flooded roadways and risk life safety and property damage when crossing flooded roadways.</p> <p>Solution: The County proposes to install variable message signs on roadways. Communication messages and system setup will be coordinated with OEM, police, fire departments, and public works to ensure that messages are useful and updated timely.</p>	<ol style="list-style-type: none"> 1. Completed 2. This has been completed along the Sea Isle corridor and Avalon corridor in 2024. 	<ol style="list-style-type: none"> 1. Discontinue 2. Not applicable 3. Project complete
2021-CapeMayCounty-043	Strathmere Drainage Improvements	Severe Storm; Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	CMC Engineering Working with Upper Township	<p>Problem: The Strathmere section of Upper Township is a low-lying barrier island community. Commonwealth Ave/CR-619 is the major north-south route through Strathmere and connects the neighborhood to evacuation routes to the north in Ocean City and to the South in Sea Isle City. When Commonwealth Avenue is flooded, evacuation from the</p>	<ol style="list-style-type: none"> 1. No Progress 2. This is still a future project, but no activity has advanced thus far. 	<ol style="list-style-type: none"> 1. Include 2. Not applicable 3. Not applicable



Project Number	Project Name	Hazard(s) Addressed	Responsible Party	Brief Summary of the Original Problem and the Solution (Project)	Action Review 1. Status (In Progress, Ongoing Capability, No Progress, Complete) 2. Provide a narrative to describe progress or obstacles that have prevented implementation	Next Steps 1. Project to be included in the 2026 HMP or Discontinue 2. If including action in the 2026 HMP, revise/reword to be more specific (as appropriate). 3. If discontinue, explain why.
				<p>neighborhood is impeded. The Avenue will continue to experience inhibited access during rain and tidal events. Stormwater drainage was upgraded but outfall work has not yet been completed.</p> <p>Solution: The County, in conjunction with Upper Township, proposes improvements to Commonwealth Avenue to alleviate drainage issues and reduce flooding. Proposed upgrades include upgrading, upsizing, and redirecting stormwater outfall pipes to allow for the enhanced drainage of stormwater. Stormwater pump stations will be considered for feasibility.</p>		
2021-CapeMayCounty-044	Sea Isle City Drainage Improvements	Severe Storm; Flood; Hurricane, Tropical Storm; Nor'easter; Climate Change and Sea Level Rise	CMC Engineering working with Sea Isle City	Problem: CR-619 (Landis Avenue) and CR-625 (JFK Boulevard) are major thoroughfares in Sea Isle City and carry stormwater drainage infrastructure. The City experiences frequent nuisance flooding on these streets. Stormwater drainage was upgraded but outfall work has not yet been completed.	1. In Progress 2. This is ongoing with 55 th and 32 nd /33 rd outfalls upgraded in 2025. Other outfalls will be addressed in the next 5 years.	1. Include 2. Not applicable 3. Not applicable



Project Number	Project Name	Hazard(s) Addressed	Responsible Party	Brief Summary of the Original Problem and the Solution (Project)	Action Review 1. Status (In Progress, Ongoing Capability, No Progress, Complete) 2. Provide a narrative to describe progress or obstacles that have prevented implementation	Next Steps 1. Project to be included in the 2026 HMP or Discontinue 2. If including action in the 2026 HMP, revise/reword to be more specific (as appropriate). 3. If discontinue, explain why.
				Solution: The County proposes to undertake drainage improvements to these roadways and coordinate with Sea Isle City to facilitate drainage in the vicinity. Outfall pipes require upgrading and upsizing. Stormwater pump stations will be considered.		
2021-CapeMayCounty-045	Traffic Signal Outage Mitigation	Severe Storm	CMC Engineering; working with NJDOT and municipalities as necessary Municipal partners	Problem: Various traffic signals along County evacuation routes suffer outages during severe storms. Non-functional traffic signals increase the potential for accidents. Safe traffic control during storm events is pivotal for potential evacuations. Solution: The County proposes to retrofit existing traffic signals to protect life safety during outage incidents.	1. Ongoing Capability 2. This is an ongoing process undertaken by the CMC electrical division.	1. Discontinue 2. Not applicable 3. Performed by CMC electrical division as needed.
2021-CapeMayCounty-046	CMCMUA – OCWTF Seawall	Severe Storm; Flood; Hurricane, Tropical Storm; Nor’easter; Climate Change and Sea Level Rise	Cape May County MUA	Problem: The MUA-owned Ocean City Wastewater Treatment Facility located at 45th and Simpson Ave in Ocean City treats all the wastewater from the island of Ocean City, NJ. It is a critical piece of infrastructure that currently is not hardened against a major flood. Furthermore, it resides directly adjacent to the intercostal waterway and just two	1. In Progress 2. Design and engineering (Phase 1) for the project was initially approved for funding through FEMA’s Building Resilient Infrastructure and Communities (BRIC). Funding approval was discontinued before any major progress on the project was made. The Authority is still	1. Discontinue 2. Not applicable 3. Action will be included in the Cape May County MUA annex.



Project Number	Project Name	Hazard(s) Addressed	Responsible Party	Brief Summary of the Original Problem and the Solution (Project)	Action Review 1. Status (In Progress, Ongoing Capability, No Progress, Complete) 2. Provide a narrative to describe progress or obstacles that have prevented implementation	Next Steps 1. Project to be included in the 2026 HMP or Discontinue 2. If including action in the 2026 HMP, revise/reword to be more specific (as appropriate). 3. If discontinue, explain why.
				<p>city blocks from the Atlantic Ocean. In the event of a major flood caused by hurricane, nor'easter storm or the like that resulted in the facility going completely underwater, the facility's ability to treat wastewater from the island of Ocean City would be compromised. In the worst-case scenario, the facility could be out of service for several weeks.</p> <p>Solution: The construction of a sea wall around the perimeter of the Ocean City Wastewater Facility would mitigate the catastrophic flood risk.</p>	<p>evaluating funding and feasibility.</p>	



2.7.3 Proposed Hazard Mitigation Actions for the HMP Update

Cape May participated in the mitigation strategy workshop for this HMP to identify appropriate actions to include in a local hazard mitigation strategy. Its comprehensive consideration of all possible activities to address hazards of concern included review of the following FEMA documents:

- FEMA 551 “Selecting Appropriate Mitigation Measures for Floodprone Structures” (March 2007)
- FEMA “Mitigation Ideas—A Resource for Reducing Risk to Natural Hazards” (January 2013).

The action worksheets included at the end of this annex list the mitigation actions that Cape May would like to pursue in the future to reduce the effects of hazards. The actions are dependent upon available funding (grants and local match availability) and may be modified or omitted at any time based on the occurrence of new hazard events and changes in County priorities.

Table 2-18 indicates the range of proposed mitigation action categories. The four FEMA mitigation action categories and the six CRS mitigation action categories are listed in the table to further demonstrate the wide range of activities and mitigation measures selected.

Volume I identifies 14 evaluation criteria for prioritizing the mitigation actions. To assist with rating each mitigation action as high, medium, or low priority, a numeric rank is assigned (-1, 0, or 1) for each of the evaluation criteria. Table 2-19 provides a summary of the prioritization of all proposed mitigation actions for the HMP update.



Table 2-18. Analysis of Mitigation Actions by Hazard and Category

Hazard	Actions That Address the Hazard, by Action Category									
	FEMA				CRS					
	LPR	SIP	NSP	EAP	PR	PP	PI	NR	SP	ES
Dam Failure	X	X			X					
Drought	X				X					
Earthquake	X				X					
Extreme Temperature	X	X			X					X
Flood	X	X			X	X			X	X
Severe Weather	X	X			X	X			X	X
Severe Winter Weather	X	X			X					X
Wildfire	X				X					

Local Plans and Regulations (LPR)—These actions include government authorities, policies or codes that influence the way land and buildings are being developed and built.

Structure and Infrastructure Project (SIP)—These actions involve modifying existing structures and infrastructure to protect them from a hazard or remove them from a hazard area. This could apply to public or private structures as well as critical facilities and infrastructure. This type of action also involves projects to construct structures to reduce the impact of hazards.

Natural Systems Protection (NSP)—These are actions that minimize damage and losses and preserve or restore the functions of natural systems.

Education and Awareness Programs (EAP)—These are actions to inform and educate citizens, elected officials, and property owners about hazards and potential ways to mitigate them. These actions may also include participation in national programs, such as StormReady and Firewise Communities

Preventative Measures (PR)—Government, administrative or regulatory actions, or processes that influence the way land and buildings are developed and built. Examples include planning and zoning, floodplain local laws, capital improvement programs, open space preservation, and storm water management regulations.

Property Protection (PP)—These actions include public activities to reduce hazard losses or actions that involve (1) modification of existing buildings or structures to protect them from a hazard or (2) removal of the structures from the hazard area. Examples include acquisition, elevation, relocation, structural retrofits, storm shutters, and shatter-resistant glass.

Public Information (PI)—Actions to inform and educate citizens, elected officials, and property owners about hazards and potential ways to mitigate them. Such actions include outreach projects, real estate disclosure, hazard information centers, and educational programs for school-age children and adults.

Natural Resource Protection (NR)—Actions that minimize hazard loss and preserve or restore the functions of natural systems. These actions include sediment and erosion control, stream corridor restoration, watershed management, forest and vegetation management, and wetland restoration and preservation.

Structural Flood Control Projects (SP)—Actions that involve the construction of structures to reduce the impact of a hazard. Such structures include dams, setback levees, floodwalls, retaining walls, and safe rooms.

Emergency Services (ES)—Actions that protect people and property during and immediately following a disaster or hazard event. Services include warning systems, emergency response services, and the protection of essential facilities



Table 2-19. Summary of Prioritization of Actions

Project Number	Project Name	Scores for Evaluation Criteria														High / Medium / Low	
		Life Safety	Property Protection	Cost-Effectiveness	Political	Legal	Fiscal	Environmental	Social Vulnerability	Administrative	Hazards of Concern	Climate Change	Timeline	Community Lifelines	Other Local Objectives		Total
2026-CapeMayCo-01	Critical Facility Protection	1	1	1	1	1	1	0	1	1	1	0	1	1	0	11	High
2026-CapeMayCo-02	Repetitive Loss Properties	1	1	1	1	1	0	1	1	1	1	1	1	0	1	12	High
2026-CapeMayCo-03	Dam Owner Partnership	1	1	1	1	1	1	0	1	1	0	1	1	1	0	11	High
2026-CapeMayCo-04	Dam Repair	1	1	1	1	1	0	1	1	1	1	1	1	1	0	12	High
2026-CapeMayCo-05	Bridge Evaluations	1	1	1	1	0	0	1	1	1	1	1	1	1	0	11	High
2026-CapeMayCo-06	Cape May Zoo Generator	1	1	1	1	1	1	0	1	1	1	1	1	1	0	12	High
2026-CapeMayCo-07	CR-604/Beach Ave Flood Protection	1	1	1	0	1	0	1	1	0	1	1	1	1	1	11	High
2026-CapeMayCo-08	CR-604/Beach Ave Drainage Improvements	1	1	1	1	1	0	1	1	0	1	1	1	1	0	11	High
2026-CapeMayCo-09	CR-621 Pacific Ave/Ocean Drive	1	1	1	0	1	0	0	1	0	1	1	1	1	1	10	Medium
2026-CapeMayCo-10	CR-606/Sunset Boulevard	1	1	1	0	1	0	0	1	0	1	1	1	1	1	10	Medium
2026-CapeMayCo-11	Glenwood Avenue (CR-614) Flood Mitigation	1	1	1	1	1	0	1	1	0	1	1	1	1	0	11	High
2026-CapeMayCo-12	CR-640/Coast Guard Shoreline Protection	1	1	1	1	1	0	0	0	1	1	1	1	0	1	10	Medium



Project Number	Project Name	Scores for Evaluation Criteria														High / Medium / Low	
		Life Safety	Property Protection	Cost-Effectiveness	Political	Legal	Fiscal	Environmental	Social Vulnerability	Administrative	Hazards of Concern	Climate Change	Timeline	Community Lifelines	Other Local Objectives		Total
2026-CapeMayCo-13	GSP Exit 13 Flood Mitigation	1	1	1	1	1	0	1	1	0	1	1	1	1	0	11	High
2026-CapeMayCo-14	Avalon Boulevard (CR-601) Elevation	1	1	1	0	1	0	0	1	0	1	1	1	1	1	10	Medium
2026-CapeMayCo-15	Seven Mile Island CR-619 Stormwater Improvements	1	1	1	1	1	0	1	1	0	1	1	1	1	0	11	High
2026-CapeMayCo-16	GSP Exit 25 Flood Mitigation	1	1	1	1	1	0	1	1	0	1	1	1	1	0	11	High
2026-CapeMayCo-17	Ocean City CR-623 Elevation	1	1	1	0	1	0	0	1	0	1	1	1	1	1	10	Medium
2026-CapeMayCo-18	Cape May City Stormwater Pump Station Resilience	1	1	1	0	0	0	1	1	1	1	1	1	1	0	10	Medium
2026-CapeMayCo-19	Ocean City CR-619/CR-656 Upgrades	1	1	1	1	1	0	1	0	1	1	1	1	1	0	11	High
2026-CapeMayCo-20	Bay Avenue (CR-659) Elevation	1	1	1	0	1	0	0	1	0	1	1	1	1	1	10	Medium
2026-CapeMayCo-21	Communication Tower Mitigation	1	1	1	1	1	0	1	0	1	1	1	0	1	1	11	High
2026-CapeMayCo-22	CR-657 Beaver Dam Flood Assessment	1	1	1	1	1	0	1	0	1	1	1	1	1	1	12	High
2026-CapeMayCo-23	Shunpike Road (CR620) Flood Mitigation	1	1	1	1	1	0	1	0	1	1	1	0	1	0	10	Medium
2026-CapeMayCo-24	Fidler Road (CR638) Drainage Mitigation	1	1	1	1	1	0	1	0	1	1	1	0	1	0	10	Medium



Project Number	Project Name	Scores for Evaluation Criteria														High / Medium / Low	
		Life Safety	Property Protection	Cost-Effectiveness	Political	Legal	Fiscal	Environmental	Social Vulnerability	Administrative	Hazards of Concern	Climate Change	Timeline	Community Lifelines	Other Local Objectives		Total
2026-CapeMayCo-25	Shunpike Road (CR644) Flood Mitigation	1	1	1	1	1	0	1	0	1	1	1	0	1	0	10	Medium
2026-CapeMayCo-26	Railroad Avenue (CR626) Flood Mitigation	1	1	1	1	1	0	1	0	1	1	1	0	1	0	10	Medium
2026-CapeMayCo-27	Goshen-Swainton Road (CR646) Flood Mitigation	1	1	1	1	1	0	1	0	1	1	1	0	1	0	10	Medium
2026-CapeMayCo-28	Ocean Drive (CR619) Flood Mitigation at Nummy Island	1	1	1	1	1	0	1	0	1	1	1	0	1	0	10	Medium
2026-CapeMayCo-29	Goshen Road (CR615) Drainage Improvements	0	1	1	1	1	0	1	1	1	1	1	1	1	0	11	High
2026-CapeMayCo-30	Capital Improvement Plan Development	1	1	1	1	1	1	0	0	1	1	0	1	0	1	10	Medium
2026-CapeMayCo-31	Cape May County Design Standards	0	1	1	1	1	1	1	1	0	1	1	1	0	0	10	Medium
2026-CapeMayCo-32	34th Street Stormwater Pump Station	1	1	1	1	1	0	1	1	1	1	1	0	1	0	11	High
2026-CapeMayCo-33	Strathmere Drainage Improvements	1	1	1	1	1	0	1	1	1	1	1	0	1	0	11	High
2026-CapeMayCo-34	Sea Isle City Drainage Improvements	1	1	1	1	0	0	1	1	1	1	1	0	1	0	10	Medium
2026-CapeMayCo-35	CR-621 Lower Township Drainage Improvements	1	1	1	1	1	0	1	0	1	1	1	1	1	0	11	High



Project Number	Project Name	Scores for Evaluation Criteria														High / Medium / Low	
		Life Safety	Property Protection	Cost-Effectiveness	Political	Legal	Fiscal	Environmental	Social Vulnerability	Administrative	Hazards of Concern	Climate Change	Timeline	Community Lifelines	Other Local Objectives		Total
2026-CapeMayCo-36	Dennis Creek at Route 47 Flood Mitigation	1	1	1	0	1	0	0	1	0	1	1	1	1	1	10	Medium
2026-CapeMayCo-37	Route 147 Elevation	1	1	1	0	1	0	0	1	0	1	1	1	1	1	10	Medium
2026-CapeMayCo-38	GSP Exit 6 Flood Mitigation	1	1	1	0	1	0	0	1	0	1	1	1	1	1	10	Medium
2026-CapeMayCo-39	GSP Exit 4 Elevation	1	1	1	0	1	0	0	1	0	1	1	1	1	1	10	Medium

Note: Volume I, Section 16 (Mitigation Strategy) conveys guidance on prioritizing mitigation actions. Low (0-6), Medium (7-10), High (11-14).



Action 2026-CapeMayCo-01. Critical Facility Protection

Lead Agency:	Critical Facility Owners and Managers	
Supporting Agencies:	Cape May County Engineering	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	<p>Critical facilities in the special flood hazard area may have an increased risk to flooding impacts. The following critical facilities are located in the special flood hazard area:</p> <ul style="list-style-type: none"> • Public Safety Training Center • Park Commission North • Chambers of Commerce • Park Commission South • Compost Plant • Hereford Inlet Lighthouse 	
Description of the Solution:	<p>The County will encourage facility owners and/or managers to conduct a feasibility assessment to determine what additional floodproofing measures are needed at the critical facilities to protect them to the 500-year flood level. Options include:</p> <ul style="list-style-type: none"> • Elevation of facility • Floodproofing of facility • Mobile flood barriers <p>Once the most cost-effective option is identified, the facility owners and/or managers will carry out the option.</p>	
Estimated Cost:	Medium	
Potential Funding Sources:	FEMA HMA, USDA Community Facilities Grant Program, Emergency Management Performance Grants (EMPG) Program, County Budget, Facility Budget	
Implementation Timeline:	Within 5 Years	
Goals Met:	1, 3, 4	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Protection of critical facilities provides an opportunity for first responders and emergency managers to maintain critical services that socially vulnerable populations rely on.	
Impact on Future Development:	The risk of significant damage occurring to the structure will be reduced, which will allow critical operations to be maintained or only briefly interrupted in severe events. This provides continued support to both current and future development in the service area.	
Impact on Critical Facilities/Lifelines:	This action will protect critical facilities, maintaining the critical services that it provides.	
Impact on Capabilities:	This action improves continuity of operations during a flood event, allows for a more rapid return to pre-disaster capabilities after a flood event, and faster deployment of post disaster capabilities.	
Climate Change Considerations:	This action addresses anticipated increases in flooding frequency and severity through protection to the 500-year (0.2-percent annual chance) flood level.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	High	
Alternatives	Action	Evaluation



	No Action	Current problem exists
	Relocate facility	Relocation is expensive and results in loss or delay of critical services in the immediate area
	Establish plans to enter into MOU with neighboring critical facilities to provide service during flood events	Reduction in response times and delay of critical services in the immediate area.



Action 2026-CapeMayCo-02. Repetitive Loss Properties

Lead Agency:	Local Jurisdictions
Supporting Agencies:	Cape May County Engineering, Cape May County Emergency Management
Hazards of Concern:	Flood, Severe Weather
Description of the Problem:	Frequent flooding events have resulted in damages to residential properties. These properties have been repetitively flooded as documented by paid NFIP claims. The County has 2,275 NFIP repetitive loss properties, 84 FMA repetitive loss property, and 394 NFIP severe repetitive loss property, but other properties may be impacted by flooding as well.
Description of the Solution:	The County will work with local jurisdictions to conduct outreach to the impacted properties and will provide information on mitigation alternatives. After preferred mitigation measures are identified, the local jurisdiction(s) will collect required property-owner information and develop a FEMA grant application and BCA to obtain funding to implement acquisition, purchase, moving, elevating of the affected properties that experience frequent flooding. The parameters for this initiative would be funding, benefits versus cost, and willing participation of property owners.
Estimated Cost:	TBD depending on mitigation method
Potential Funding Sources:	FEMA FMA, FMA SWIFT, Local Jurisdiction Budget, County Budget, Property Owners
Implementation Timeline:	3 years
Goals Met:	1, 2, 4, 5
Benefits:	High (\$100,000)
Impact on Socially Vulnerable Populations:	Collecting data regarding homeowners that reside within flood prone areas provides an opportunity to introduce location-specific opportunities for assistance. Socially vulnerable populations may be able to have houses elevated or acquired when it would otherwise be unaffordable.
Impact on Future Development:	Increased outreach to homeowners within a flood prone area will limit construction in areas that are prone to hazard events. Homes may be acquired, which will remove those structures from the floodplain and prevent future development on those sites.
Impact on Critical Facilities/Lifelines:	Removing structures from the floodplain decreases the demand on utilities and emergency services including health and medical, law enforcement, and search and rescue.
Impact on Capabilities:	Outreach which promotes the removal of risk from the immediate floodplain via acquisition of properties will free up resources for search and rescue and other emergency operations as needed. This action will enhance the NFIP capabilities of each local jurisdiction.
Climate Change Considerations:	Climate change is likely to increase the frequency and severity of severe rainfall, flash flooding, and riverine flooding events. Removing structures from the floodplain will reduce the response and recovery costs as a result of these events and decrease the loss of human life as a result of these events. Elevating structures will reduce the recovery costs.
Mitigation Category	Structure and Infrastructure Project (SIP)
CRS Category	Structural Flood Control Projects (SP)
Priority	High
Alternatives	Action Evaluation



	No Action	Current problem exists
	Levee around floodplain	Costly, not enough room.
	Deployable flood barriers	Requires deployment. Residents may not have adequate time to deploy, especially those who are elderly or disabled.



Action 2026-CapeMayCo-03. Dam Owner Partnership

Lead Agency:	Cape May County Emergency Management	
Supporting Agencies:	NJDEP, Dam Owners, Local Jurisdictions, Neighboring Counties	
Hazards of Concern:	Dam Failure	
Description of the Problem:	There are seven significant hazard dams in the County within two of its jurisdictions, and several more in surrounding counties, including Atlantic County. Dams have the potential to severely impact those within inundation areas. Climate change may result in an increase in the frequency and severity of weather-related disaster events, which may contribute to the likelihood of a dam failure event.	
Description of the Solution:	The County will work with local jurisdictions to contact the owners of the dams to ensure inspections and safety procedures are up to date. If cost-effective mitigation measures or retrofit options are identified that can increase the level of safety and length of useful life, the Dam Owner will pursue funding support, permit approval from NYS DEC, and implement the cost-effective measures.	
Estimated Cost:	Low	
Potential Funding Sources:	County Budget, Local Jurisdiction Budgets, Dam Owners	
Implementation Timeline:	Within 5 years	
Goals Met:	1, 3, 4, 6, 7	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	The action will result in better preparedness for those living near areas where the dams are located.	
Impact on Future Development:	Future development near the dams will be more secure as safety procedures and inspections are regularly performed on the dams.	
Impact on Critical Facilities/Lifelines:	Dams are considered a critical facility. This action will create an understanding of the safety procedures in place for each identified dam and strengthen the structural integrity of dam, as needed.	
Impact on Capabilities:	This action will improve planning and response capabilities through the understanding of responsibilities and procedures.	
Climate Change Considerations:	Climate change may result in an increase in the frequency and severity of weather-related disaster events, which may contribute to the likelihood of a dam failure event. This action will increase the capabilities to respond to these events.	
Mitigation Category	Local Plans and Regulations (LPR)	
CRS Category	Preventative Measures (PR)	
Priority	High	
Alternatives		
	No Action	Current problem persists
	Utilize information from NJDEP	Owners may not be required to submit a safety plan to the State
	Utilize information from the National Inventory of Dams	Not all dams are listed on the inventory



Action 2026-CapeMayCo-04. Dam Repair

Lead Agency:	Cape May County Engineer	
Supporting Agencies:	Municipal Engineer(s), Dam Manager(s), NJDEP	
Hazards of Concern:	Dam Failure	
Description of the Problem:	Several dams in Cape May County have received poor or unsatisfactory safety ratings on their most recent inspections. Dams with poor or unsatisfactory safety ratings have deficiencies that could potentially make dam failure more likely to occur or the consequences of dam failure more significant.	
Description of the Solution:	The County engineer will work with dam managers, the NJDEP Bureau of Dam Safety, and municipal engineer(s) to review the most recent inspections of dams in the municipality that have resulted in a poor or unsatisfactory safety rating, identify the deficiencies, determine the necessary repairs and improvements necessary to address the deficiencies, identify available funding sources for the identified repairs/improvements, and implement the cost-effective repairs/improvements.	
Estimated Cost:	Low for initial assessment of options, TBD for total cost based on mitigation actions selected	
Potential Funding Sources:	FEMA HMA, NJDEP, Annual Budget	
Implementation Timeline:	Within 5 years	
Goals Met:	1, 3, 4, 6, 7	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	The most vulnerable populations may live directly downstream of the dam and lack the ability to receive notifications of dam failure or evacuate when notified. Preventing dam failure allows those communities to remain intact and reduces the risk of loss of life and property in those areas.	
Impact on Future Development:	Future development downstream of dams will also be protected from dam failure.	
Impact on Critical Facilities/Lifelines:	Critical roads and utilities will be protected from potential damage or loss from unintended dam releases.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events to ensure that the dam is designed to withstand these increases.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Preventative Measures (PR)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem persists
	Work without NJDEP involvement	Improvements made but may lack appropriate support from NJDEP, including data and potential funding access
	Remove all dams	Without proper analysis, dam removal may increase flooding risk



Action 2026-CapeMayCo-05. Bridge Evaluations

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Cape May County Public Works, NJDOT	
Hazards of Concern:	Earthquake, Flood, Severe Weather, Severe Winter Weather	
Description of the Problem:	<p>Several bridges in the County must be evaluated as they are functionally obsolete and structurally deficient. The bridges provide access to various jurisdictions within the County and are identified as evacuation routes. Ensuring these bridges are structurally sound and operational is necessary to support the transportation and safety and security lifelines. The following bridges must be replaced or improved:</p> <ul style="list-style-type: none"> • Townsends Inlet Bridge • Corson's Inlet Bridge • Grassy Sound Bridge • Great Channel Bridge • 96th Street Bascule Bridge 	
Description of the Solution:	The County engineer will evaluate each bridge to determine its current usability. The evaluation will indicate whether the County will need to replace or retrofit the identified bridges and causeways. This evaluation should be performed in partnership and/or with feedback from NJDOT as necessary.	
Estimated Cost:	Medium	
Potential Funding Sources:	FEMA HMA, County Budget	
Implementation Timeline:	Within 5 years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Not applicable	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs; the bridges provide a point of access for first responders into communities that may have faced damage from a hazard event on either side of the bridges.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is likely to increase the intensity and frequency of many climate related disaster events. This action will work to ensure the structure of the bridges are impervious to erosion at their base due to rising water levels.	
Mitigation Category	Local Plans and Regulations (LPR)	
CRS Category	Preventative Measures (PR)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem exists
	Remove bridges	May cause significant traffic problems
	Replace bridges	Cost prohibitive



Action 2026-CapeMayCo-06. Cape May Zoo Generator

Lead Agency:	Cape May County Engineer	
Supporting Agencies:	Cape May County Zoo	
Hazards of Concern:	Earthquake, Severe Weather, Severe Winter Weather	
Description of the Problem:	Portions of the Zoo are without standby generators. In the event of severe weather causing prolonged power outages, these areas are left without electricity. These areas involve direct life support such as heat. Other areas will lose electric restraining barriers and will allow animals to exit their enclosures. The Zoo's Diet Building maintains three large walk-in units that will lose the food source for the 550 animals.	
Description of the Solution:	The Engineer will conduct a study to determine the required generator capacity to support the critical facility. The County will then purchase and install the generator and all necessary electrical hookup components. The installation of the back-up emergency generators will ensure continuity of operations for the critical facilities and their operations during each identified hazard of concern. With expectations to provide essential services during times of emergency and otherwise, having a back-up power source is crucial. Long-term risks are mitigated through an emergency generator by reducing the likelihood of impacts from power outages, allowing essential services to continue.	
Estimated Cost:	High	
Potential Funding Sources:	FEMA HMA, USDA Community Facilities Grant Program, Emergency Management Performance Grants (EMPG) Program, County Budget, Zoo Budget	
Implementation Timeline:	Within 5 years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Protection of critical facilities provides an opportunity for first responders, utility workers, and emergency managers to stage and deploy resources to vulnerable and hazard prone areas.	
Impact on Future Development:	This action results in protection of critical facilities that could support future development.	
Impact on Critical Facilities/Lifelines:	This action protects public health and safety and ensures continued operation of critical facilities and their essential functions during a power outage.	
Impact on Capabilities:	This action ensures continuity of operations to maintain capabilities.	
Climate Change Considerations:	Climate change is likely to increase severe weather events such as flooding, wind, and extreme temperatures that result in power failures. This action accounts for a likely increase in power failure events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Emergency Services (ES)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem persists
	Microgrid	Costly and difficult to implement.
	Solar panels and battery backup	Solar power is unlikely to be able to provide battery power for extended power failure events.



Action 2026-CapeMayCo-07. CR-604/Beach Ave Flood Protection

Lead Agency:	US Army Corps of Engineers	
Supporting Agencies:	Cape May County Public Works, Cape May County Engineer, NJDEP, Cape May City	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	The existing timber groin on Beach Ave (CR-604) in Cape May is deteriorated and needs to be replaced from Wilmington Avenue south.	
Description of the Solution:	Replace the existing timber groin with a hardened structure that extends the existing promenade and offers an enhanced level of protection from storm surge and flooding events.	
Estimated Cost:	High	
Potential Funding Sources:	US Army Corps of Engineers, FEMA HMA, County Budget, Jurisdictional Budget	
Implementation Timeline:	5 years	
Goals Met:	1, 5, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Populations in the vicinity of the timber groin will have protection from flooding events.	
Impact on Future Development:	Any future development in the vicinity of the timber groin will have protection from flooding events.	
Impact on Critical Facilities/Lifelines:	Critical facilities in the vicinity of the timber groin will have protection from flooding events.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. These events often result in erosion along coastlines and rough surf.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Flooding vulnerability remains
	Replaced with green infrastructure/timber	Structure may not protect landward properties
	Sewall extension	Vulnerability mitigated



Action 2026-CapeMayCo-08. CR-604/Beach Ave Drainage Improvements

Lead Agency:	US Army Corps of Engineers	
Supporting Agencies:	Cape May County Public Works, Cape May County Engineer, NJDEP, Cape May City	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Beach Ave (CR-604) discharges stormwater runoff through outfalls to the Ocean. These outfalls fill with sand due to littoral drift, causing clogs and water backup that causes flooding and requires frequent maintenance. Several outfalls have now been tied into existing pump stations as an interim improvement.	
Description of the Solution:	The County proposes to slip line the outfalls to prevent further deterioration and install a new pumping station that discharges to Cape May Harbor. This will be a long-term commitment due to required capital funding and permitting.	
Estimated Cost:	High	
Potential Funding Sources:	US Army Corps of Engineers, FEMA HMA, County Budget, Jurisdictional Budget	
Implementation Timeline:	5 years	
Goals Met:	1, 5, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Properties will see a reduction in flood impacts.	
Impact on Future Development:	Future development will have increased protections from flood.	
Impact on Critical Facilities/Lifelines:	Critical facilities will have increased protections from flood. The critical infrastructure utilized to discharge stormwater runoff will have added layers of protection from the slip line(s).	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Property Protection (PP)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Outfall extension	Permitting issues, sand backup not mitigated
	Pump Station	Changes to infrastructure facilitate drainage



Action 2026-CapeMayCo-09. CR-621 Pacific Ave/Ocean Drive

Lead Agency:	Cape May County Engineering		
Supporting Agencies:	Cape May County Public Works, NJDOT		
Hazards of Concern:	Flood, Severe Weather		
Description of the Problem:	CR-621 is a designated County evacuation route for the Wildwoods, including Diamond Beach in Lower Township. The Route traverses a low-lying stretch of marsh that is vulnerable to tidal and nuisance flooding. Additionally, the Route is served by several bridges that are beyond their useful lives.		
Description of the Solution:	Replace three (3) bridges and elevate 2.7 miles of County Route 621 in Lower Township. This project received LCD approval to advance to Preliminary Engineering. The project is in the Preliminary design and permitting stage with about 10% of the engineering completed to date. Anticipated design is expected to be completed in 2030 allowing the project to be constructed pending adequate funding.		
Estimated Cost:	High		
Potential Funding Sources:	County Budget, NJDOT		
Implementation Timeline:	5 Years		
Goals Met:	1, 3, 4, 6		
Benefits:	High (\$100,000)		
Impact on Socially Vulnerable Populations:	CR-621 is a designated County evacuation route for the Wildwoods. Keeping this route accessible is prudent to the successful evacuation of vulnerable persons.		
Impact on Future Development:	Not applicable		
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs; the bridges provide a point of access for first responders into communities that may have faced damage from a hazard event on either side of the bridges.		
Impact on Capabilities:	Not applicable		
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.		
Mitigation Category	Structure and Infrastructure Project (SIP)		
CRS Category	Structural Flood Control Projects (SP)		
Priority	Medium		
Alternatives			
		Action	Evaluation
		No Action	Current problem continues
		Bridge/Road Removal	Decreased access
	Elevation/Reconstruction	Continued access	



Action 2026-CapeMayCo-10. CR-606/Sunset Boulevard

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Cape May County Public Works	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Sunset Boulevard (CR-606) is a county road connecting Cape May Point and Cape May Point State Park to West Cape May, Cape May, and evacuation routes to the north. The road is low-lying and has portions that can flood with water levels as little as one foot above high tide.	
Description of the Solution:	Elevate ~1.5 miles of CR-606 (Sunset Boulevard) through the South Cape May Meadows (Lower and WCM). Preliminary work has been completed for drainage. The preliminary engineering and final engineering contract have been awarded in 2023 and permitting and design is advancing. The project received a 3.0 million dollar TAP grant in November of 2024 and will be advancing along a Federal project timeline. It is anticipated that the project will be federally authorized in the fall of 2026 with construction commencing in the fall of 2027.	
Estimated Cost:	High	
Potential Funding Sources:	County Budget, NJDOT	
Implementation Timeline:	Within 10 years	
Goals Met:	1, 3, 4	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Road Closure	No access to Cape May Point
	Elevation	Enhanced resiliency



Action 2026-CapeMayCo-11. Glenwood Avenue (CR-614) Flood Mitigation

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Borough of West Wildwood	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	CR-614 is a highly-flood vulnerable roadway located in West Wildwood. Much of the roadway begins to flood when tide levels exceed one foot above normal high tide. The road provides the only ingress and egress to/from West Wildwood.	
Description of the Solution:	Address flooding on Glenwood Avenue (CR-614) through West Wildwood. The County has recently upgraded both municipal and County outfalls in the Borough during the 2024 construction season. Additional upgrades are planned as is the future resurfacing of the roadway. Resurfacing will likely commence in 2030.	
Estimated Cost:	High	
Potential Funding Sources:	County Budget, NJDOT	
Implementation Timeline:	Within 10 years	
Goals Met:	1, 3, 4	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	High	
Alternatives		
	Action	Evaluation
	No Action	Current problem continues
	Re-routed road	No available land
Road elevation	Evacuation for West Wildwood	



Action 2026-CapeMayCo-12. CR-640/Coast Guard Shoreline Protection

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	United States Army Corp of Engineers	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Delaware Avenue/CR-640 connects the US Coast Guard Training Center to Cape May and evacuation routes to the north. Delaware Avenue is protected from Cape May Harbor by a rip-rap system that is subject to erosion and provides inconsistent protection.	
Description of the Solution:	Install shoreline protection for CR-640 (entrance to Coast Guard Base) along the Cape May Harbor in the City of Cape May. The design plans have been advanced to 95% and are expected to be ready to bid in the spring of 2025. A September 2025 construction commencement is anticipated.	
Estimated Cost:	High	
Potential Funding Sources:	US Army Corps of Engineers, USCG, FEMA HMA	
Implementation Timeline:	Within 5 years	
Goals Met:	1, 3, 5	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs. The US Coast Guard Training Center is a critical facility.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Road Abandonment	No access to Sewell Point/USCG
	Shore protection	Continued protection



Action 2026-CapeMayCo-13. GSP Exit 13 Flood Mitigation

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	New Jersey Turnpike Authority (NJTA)	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	The intersection of Avalon Boulevard and the Parkway (Exit 13) is entirely within the Special Flood Hazard Area. This is a vulnerability for evacuation for both travelers coming from Seven Mile Island as well as the mainland.	
Description of the Solution:	Intersection of Avalon Boulevard and the Garden State Parkway (Middle Township) – Elevate Avalon Boulevard roadway and ramps, which will first require elevation of the Parkway bridge overpass. This project will be coordinated with the NJTA long term resiliency plans for the Parkway as it will require modifying a NJTA asset. A traffic signal at this intersection will be evaluated in 2026 and at that time a decision will be made to advance the signal project while elevating the roadway or splitting the road improvement into a separate contract.	
Estimated Cost:	High	
Potential Funding Sources:	Transportation Trust Fund, NJTA Capital Funds	
Implementation Timeline:	Within 10 years	
Goals Met:	1, 3, 4	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Relocate interchange	No available land
	Interchange Elevation	Continued use of highway



Action 2026-CapeMayCo-14. Avalon Boulevard (CR-601) Elevation

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Cape May County Public Works	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Avalon Boulevard is entirely within the Special Flood Hazard Area between the Parkway and Seven Mile Island. As a major evacuation route, the road is vulnerable to flooding from surges three feet above high tide. The road carries more than 10,000 vehicles per day in the summertime.	
Description of the Solution:	Elevate Avalon Boulevard from Parkway into Avalon proper (~2.5 miles). The elevation of the roadway will occur over an extended period of time thru incremental planned overlays of the asphalt paving surface.	
Estimated Cost:	High	
Potential Funding Sources:	County Budget, NJDOT, FEMA HMA	
Implementation Timeline:	Within 10 years	
Goals Met:	1, 3, 4	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Bridge across marsh	Cost prohibitive
	Roadbed elevation	Feasible



Action 2026-CapeMayCo-15. Seven Mile Island CR-619 Stormwater Improvements

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Borough of Avalon, Borough of Stone Harbor	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Ocean Drive/Third Avenue in Avalon and Stone Harbor is a major thoroughfare connecting the communities and is the longest and busiest roadway in Avalon and Stone Harbor that is most vulnerable to flooding. Flooding impacts begin with a flood event bringing water levels just one foot above high tide. The removal of outfalls is currently in the design phase.	
Description of the Solution:	Upgrade stormwater system on CR-619 through Stone Harbor and Avalon. Third Avenue is currently under construction with modest increase to the roadway elevation. In addition, additional drainage pipes have been added, and outfalls have been upgraded. Several outfall locations have been retrofitted to accommodate future regional pump stations.	
Estimated Cost:	High	
Potential Funding Sources:	FEMA HMA, local match	
Implementation Timeline:	Within five years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons. Areas that were previously vulnerable to frequency or severe flooding events will be less likely to be impacted by flooding events.	
Impact on Future Development:	Future development in the impacted area will be less likely to be flooded.	
Impact on Critical Facilities/Lifelines:	Transportation routes are more likely to remain open. Evacuation routes will remain intact. Access to health and medical facilities will be maintained, both for healthcare workers and the population who requires treatment for injuries and illness.	
Impact on Capabilities:	Identifying the infrastructure at greatest risk of damage or failure can allow for resource staging to take place where the need is greatest ahead of a flood event.	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. This action improves stormwater infrastructure to meet changing stormwater needs as the result of climate change.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Road elevation	Not currently feasible
	Drainage Upgrades	Less disruptive than elevation



Action 2026-CapeMayCo-16. GSP Exit 25 Flood Mitigation

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	New Jersey Turnpike Authority (NJTA)	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	The intersection of Roosevelt Boulevard (CR-623) and the Garden State Parkway sees nearly 20,000 vehicles on average each day. The intersection is located in the Special Flood Hazard Area and begins seeing flooding impacts when water levels are at least three feet above high tide. Flooding in this intersection is a major vulnerability to a major evacuation route for Ocean City.	
Description of the Solution:	Intersection of Roosevelt Boulevard (CR-623) and the Garden State Parkway (Upper Township) – Roosevelt Boulevard Elevate roadway and ramps, which will first require elevation of the Parkway bridge overpass. This project is part of a NJDOT scoping study. The NJDOT has shown interest in acquiring this section of Roosevelt Boulevard from the County and the noted improvement may advance as a State project.	
Estimated Cost:	High	
Potential Funding Sources:	Within 10 years	
Implementation Timeline:	Transportation Trust Fund, NJTA Capital Funds	
Goals Met:	1, 3, 4	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Interchange Relocation	Cost prohibitive
	Interchange elevation	Feasible



Action 2026-CapeMayCo-17. Ocean City CR-623 Elevation

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Cape May County Public Works	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Roosevelt Boulevard (CR-623) is a major access road and evacuation route between Ocean City and the mainland. The road sees average daily traffic of between 10,000 and 25,000 vehicles depending on the season. The Boulevard sees flooding beginning at water levels that are two feet above high tide.	
Description of the Solution:	Elevate Roosevelt Boulevard (CR-623) from the Parkway into Ocean City proper. This is part of a two-phase project with the first phase, from the Roosevelt Boulevard bridge to Bay Avenue scheduled to commence in the fall of 2025. The remaining portion of the roadway is scheduled to be in design in 2026.	
Estimated Cost:	High	
Potential Funding Sources:	FEMA HMA, local match	
Implementation Timeline:	Within 10 years	
Goals Met:	1, 3, 4	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Bridge	Environmentally prohibitive/costly
	Roadbed elevation	Feasible



Action 2026-CapeMayCo-18. Cape May City Stormwater Pump Station Resilience

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	City of Cape May	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Cape May is vulnerable to nuisance and stormwater flooding due to low-lying land elevations near Cape Island Creek and Frog Hollow. The City has installed stormwater pump stations to mitigate the flood risk. However, if the pumps fail due to severe storms, the stormwater pumps will not be able to function.	
Description of the Solution:	Install backup power to two stormwater pump stations at Madison Avenue and Grant Avenue in Cape May City. Work with the City to properly site the generator, which could be co-managed with the City to provide backup power for their station on Queen Street and Benton Avenue.	
Estimated Cost:	High	
Potential Funding Sources:	FEMA HMA, local match	
Implementation Timeline:	Within five years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Protection of critical facilities provides an opportunity for first responders, utility workers, and emergency managers to stage and deploy resources to vulnerable and hazard prone areas.	
Impact on Future Development:	This action results in protection of critical facilities that could support future development.	
Impact on Critical Facilities/Lifelines:	This action protects public health and safety and ensures continued operation of critical facilities and their essential functions during a power outage.	
Impact on Capabilities:	This action ensures continuity of operations to maintain capabilities.	
Climate Change Considerations:	Climate change is likely to increase severe weather events such as flooding, wind, and extreme temperatures that result in power failures. This action accounts for a likely increase in power failure events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Emergency Services (ES)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Microgrid	Too costly
	Backup generator	Feasible



Action 2026-CapeMayCo-19. Ocean City CR-619/CR-656 Upgrades

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	City of Ocean City	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	County routes in Ocean City (including West Avenue and Bay Avenue) are low-lying and vulnerable to flooding. Ocean City has undertaken upgrades to some low-lying areas to address stormwater flooding, though these projects require integration.	
Description of the Solution:	Upgrade storm drainage in Ocean City to meet the current 25-year design storm, inclusive of larger drainage pipes.	
Estimated Cost:	High	
Potential Funding Sources:	City Budget, County Budget, FEMA HMA	
Implementation Timeline:	Within five year	
Goals Met:	1, 3, 5, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons. Areas that were previously vulnerable to frequency or severe flooding events will be less likely to be impacted by flooding events.	
Impact on Future Development:	Future development in the impacted area will be less likely to be flooded.	
Impact on Critical Facilities/Lifelines:	Transportation routes are more likely to remain open. Evacuation routes will remain intact. Access to health and medical facilities will be maintained, both for healthcare workers and the population who requires treatment for injuries and illness.	
Impact on Capabilities:	Identifying the infrastructure at greatest risk of damage or failure can allow for resource staging to take place where the need is greatest ahead of a flood event.	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. This action improves stormwater infrastructure to meet changing stormwater needs as the result of climate change.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Retention ponds	No available real estate
	Drainage upgrade	Feasible



Action 2026-CapeMayCo-20. Bay Avenue (CR-659) Elevation

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	City of Ocean City	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Bay Avenue is a low-lying thoroughfare and County route in Ocean City. Various sections of the roadway are particularly low-lying and vulnerable to flooding at tidal levels in excess of one foot above high tide.	
Description of the Solution:	Elevate Bay Avenue (CR-659) to a congruent height (at least 3 ft NAVD88) in floodprone areas (33rd to 28th, 20th to 18th, 9th to 2nd). The project will require the raising of private lawn area and public cooperation. Bay Avenue has been resurfaced in 2021, and any major road upgrades will be considered after the useful life of the paving has been exhausted.	
Estimated Cost:	High	
Potential Funding Sources:	FEMA HMA, local match	
Implementation Timeline:	Within five years	
Goals Met:	1, 3, 4	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Improved drainage	Does not fully mitigate hazards
	Elevation	Feasible



Action 2026-CapeMayCo-21. Communication Tower Mitigation

Lead Agency:	Cape May County Emergency Management	
Supporting Agencies:	Cape May County Engineering, Facility Owners, Local Jurisdictions	
Hazards of Concern:	Severe Weather, Severe Winter Weather	
Description of the Problem:	The County is reliant upon several communication towers that are vulnerable to wind damage. The loss of the towers would hinder communication during emergency situations.	
Description of the Solution:	Retrofit or replace county communications towers (Paris Grant Program towers) including those located on water towers, which are currently rated for winds less than Cat-1 strength.	
Estimated Cost:	High	
Potential Funding Sources:	Paris Grant, HSPG, EMPG, County Budget, local match	
Implementation Timeline:	Within 5 years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	First responders and emergency personnel will remain able to assist populations, including vulnerable populations. Should communications fail, the locations of these populations may not be able to be communicated.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will support the functionality of the communications lifeline and the safety and security lifeline. Communications towers permit first responders and emergency personnel to effectively communicate during an emergency or disaster event.	
Impact on Capabilities:	This action will assist in ensuring communication capabilities within the County are operational in the event of an emergency.	
Climate Change Considerations:	Climate change is likely to increase severe weather events such as flooding, wind, and extreme temperatures that result in power failures. This action accounts for a likely increase in wind events	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Emergency Services (ES)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Alternate communication system	Interoperability issues
	New towers	Cost prohibitive



Action 2026-CapeMayCo-22. CR-657 Beaver Dam Road Flood Assessment

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Township of Dennis	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Certain portions of CR-657 near Beaver Dam Road are vulnerable to flooding owing to groundwater/high water table issues.	
Description of the Solution:	The County conducted an engineering study to understand flooding issues and evaluate possible solutions at low areas along Court House-South Dennis Road (CR657) near Beaver Dam Road in Dennis Township. The County will be addressing localized drainage near Tally Hoe Road in 2025 and the overall roadway drainage improvement will be part of a programmed roadway reconstruction project in 2030.	
Estimated Cost:	High	
Potential Funding Sources:	County Budget, Township Budget	
Implementation Timeline:	Within 10 years	
Goals Met:	1, 3, 4, 5, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons. Areas that were previously vulnerable to frequency or severe flooding events will be less likely to be impacted by flooding events.	
Impact on Future Development:	Future development in the impacted area will be less likely to be flooded.	
Impact on Critical Facilities/Lifelines:	Transportation routes are more likely to remain open. Evacuation routes will remain intact. Access to health and medical facilities will be maintained, both for healthcare workers and the population who requires treatment for injuries and illness.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. This action improves stormwater infrastructure to meet changing stormwater needs as the result of climate change.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	High	
Alternatives		
	Action	Evaluation
	No Action	Current problem continues
	Road elevation	May not mitigate hazard
	Drainage system replacement	Costly



Action 2026-CapeMayCo-23. Shunpike Road (CR620) Flood Mitigation

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Township of Middle	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Shunpike Road in Middle Township is vulnerable to stormwater flooding from inland creeks and waterways.	
Description of the Solution:	The County conducted an engineering study to understand flooding issues and evaluate possible solutions along the entire length of Shunpike Road (CR620) in Middle Township. Drainage and roadway upgrades are planned as part of a road contact scheduled to be constructed in the summer 2025.	
Estimated Cost:	High	
Potential Funding Sources:	County Budget, Township Budget	
Implementation Timeline:	Within 2 years	
Goals Met:	1, 3, 4, 5, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons. Areas that were previously vulnerable to frequency or severe flooding events will be less likely to be impacted by flooding events.	
Impact on Future Development:	Future development in the impacted area will be less likely to be flooded.	
Impact on Critical Facilities/Lifelines:	Transportation routes are more likely to remain open. Evacuation routes will remain intact. Access to health and medical facilities will be maintained, both for healthcare workers and the population who requires treatment for injuries and illness.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. This action improves stormwater infrastructure to meet changing stormwater needs as the result of climate change.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Road elevation	May not mitigate hazard
	Drainage system replacement	Costly



Action 2026-CapeMayCo-24. Fidler Road (CR638) Drainage Mitigation

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Township of Dennis	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Fidler Road experiences localized drainage issues and requires repaving.	
Description of the Solution:	Conduct an engineering study to understand flooding issues and evaluate possible solutions along Fidler Road (CR638) in Dennis Township. Once solutions are identified, implement solutions (apply for and obtain grant funding if needed). A drainage evaluation will occur in 2025 to address areas of localized ponding.	
Estimated Cost:	Medium	
Potential Funding Sources:	County Budget, Township Budget	
Implementation Timeline:	Within 5 years	
Goals Met:	1, 3, 4, 5, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons. Areas that were previously vulnerable to frequency or severe flooding events will be less likely to be impacted by flooding events.	
Impact on Future Development:	Future development in the impacted area will be less likely to be flooded.	
Impact on Critical Facilities/Lifelines:	Transportation routes are more likely to remain open. Evacuation routes will remain intact. Access to health and medical facilities will be maintained, both for healthcare workers and the population who requires treatment for injuries and illness.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. This action improves stormwater infrastructure to meet changing stormwater needs as the result of climate change.	
Mitigation Category	Local Plans and Regulations (LPR)	
CRS Category	Preventative Measures (PR)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Road elevation	May not mitigate hazard
	Engineering study	Feasible



Action 2026-CapeMayCo-25. Shunpike Road (CR644) Flood Mitigation

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Township of Lower	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Shunpike Road, a county road, in Lower Township runs through the mainland portion of Lower Township through both uplands and wooded wetlands. The road experiences flooding during rainstorms.	
Description of the Solution:	The County conducted an engineering study to understand flooding issues and evaluate possible solutions along Shunpike Road (CR644) in Lower Township. This section of the road south of Route 47 will undergo drainage improvement in summer of 2025 as a pre-requisite to a resurfacing project.	
Estimated Cost:	High	
Potential Funding Sources:	County Budget, Township Budget	
Implementation Timeline:	Within 2 years	
Goals Met:	1, 3, 4, 5, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons. Areas that were previously vulnerable to frequency or severe flooding events will be less likely to be impacted by flooding events.	
Impact on Future Development:	Future development in the impacted area will be less likely to be flooded.	
Impact on Critical Facilities/Lifelines:	Transportation routes are more likely to remain open. Evacuation routes will remain intact. Access to health and medical facilities will be maintained, both for healthcare workers and the population who requires treatment for injuries and illness.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. This action improves stormwater infrastructure to meet changing stormwater needs as the result of climate change.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Road elevation	May not mitigate hazard
	Drainage system replacement	Costly



Action 2026-CapeMayCo-26. Railroad Avenue (CR626) Flood Mitigation

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Township of Middle	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	CR-626 runs through the upland portion of Middle Township near Rio Grande. The road experiences flooding issues owing to stormwater and drainage.	
Description of the Solution:	The County conducted an engineering study to understand flooding issues and evaluate possible solutions along Railroad Avenue (CR626) in Middle Township. Seashore Road north of Route 9 has been addressed in 2018 as part of a resurfacing project. The remaining areas will be addressed over the next 3 years.	
Estimated Cost:	High	
Potential Funding Sources:	County Budget, Township Budget	
Implementation Timeline:	Within 5 years	
Goals Met:	1, 3, 4, 5, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons. Areas that were previously vulnerable to frequency or severe flooding events will be less likely to be impacted by flooding events.	
Impact on Future Development:	Future development in the impacted area will be less likely to be flooded.	
Impact on Critical Facilities/Lifelines:	Transportation routes are more likely to remain open. Evacuation routes will remain intact. Access to health and medical facilities will be maintained, both for healthcare workers and the population who requires treatment for injuries and illness.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. This action improves stormwater infrastructure to meet changing stormwater needs as the result of climate change.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives		
	Action	Evaluation
	No Action	Current problem continues
	Road elevation	May not mitigate hazard
Drainage system replacement	Costly	



Action 2026-CapeMayCo-27. Goshen-Swainton Road (CR646) Flood Mitigation

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Township of Middle	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Goshen-Swainton Road (CR-646) runs east-west across Middle Township connecting the neighborhoods of Goshen and Swainton. The road traverses the Cape May National Wildlife Refuge and is impacted by stormwater flooding.	
Description of the Solution:	Conduct an engineering study to understand flooding issues and evaluate possible solutions along Goshen-Swainton Road (CR646) in Middle Township.	
Estimated Cost:	Medium	
Potential Funding Sources:	County Budget, Township Budget	
Implementation Timeline:	Within 5 years	
Goals Met:	1, 3, 4, 5, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons. Areas that were previously vulnerable to frequency or severe flooding events will be less likely to be impacted by flooding events.	
Impact on Future Development:	Future development in the impacted area will be less likely to be flooded.	
Impact on Critical Facilities/Lifelines:	Transportation routes are more likely to remain open. Evacuation routes will remain intact. Access to health and medical facilities will be maintained, both for healthcare workers and the population who requires treatment for injuries and illness.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. This action improves stormwater infrastructure to meet changing stormwater needs as the result of climate change.	
Mitigation Category	Local Plans and Regulations (LPR)	
CRS Category	Preventative Measures (PR)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Road elevation	May not mitigate hazard
	Engineering study	Feasible



Action 2026-CapeMayCo-28. Ocean Drive (CR619) Flood Mitigation at Nummy Island

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Township of Middle	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Ocean Drive runs for just over a mile in Middle Township between Stone Harbor and Grassy Sound. The road traverses a low-lying marsh island and can be impacted by tides between three and four feet above typical high tide.	
Description of the Solution:	Install shore/roadway protection along Ocean Drive (CR619) in Middle Township. Phase 1 from Dias Creek Road to Bidwell's branch has been completed in 2024. The remainder of the road project is planned for 2025.	
Estimated Cost:	High	
Potential Funding Sources:	FEMA HMA, County Budget, Township Budget	
Implementation Timeline:	Two years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Roadway Abandonment	Loss of access
	Shore protection	Continued use of roadway



Action 2026-CapeMayCo-29. Goshen Road (CR615) Drainage Improvements

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Township of Middle	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Goshen Road (CR-615) traverses through forested uplands and is vulnerable to stormwater flooding along a portion of its route in Middle Township.	
Description of the Solution:	Construction of storm drain pipe to minimize flooding on Goshen Road (CR615) from Johnson Lane to Church Street in Middle Township.	
Estimated Cost:	Medium	
Potential Funding Sources:	County Budget, Township Budget	
Implementation Timeline:	Within five years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons. Areas that were previously vulnerable to frequency or severe flooding events will be less likely to be impacted by flooding events.	
Impact on Future Development:	Future development in the impacted area will be less likely to be flooded.	
Impact on Critical Facilities/Lifelines:	Transportation routes are more likely to remain open. Evacuation routes will remain intact. Access to health and medical facilities will be maintained, both for healthcare workers and the population who requires treatment for injuries and illness.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. This action improves stormwater infrastructure to meet changing stormwater needs as the result of climate change.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Ad hoc improvements	Does not mitigate
	Storm drain construction	Address flooding



Action 2026-CapeMayCo-30. Capital Improvement Plan Development

Lead Agency:	Cape May County Planning Department	
Supporting Agencies:	Cape May County Engineering, Cape May County Public Works, Cape May County Emergency Management	
Hazards of Concern:	Dam Failure, Drought, Earthquake, Extreme Temperature, Flood, Severe Weather, Severe Winter Weather, Wildfire	
Description of the Problem:	Cape May County does not have specific capital planning for post disaster recovery and improvements. A set-aside capital budgeting project for resilience projects can assist the County with prioritizing and funding capital projects seeking to reduce risk associated with the hazards which the County is exposed to.	
Description of the Solution:	Develop a five-year Post Disaster Recovery Capital Improvement Plan for capital projects directly linked to recovery, mitigation or preparedness.	
Estimated Cost:	Low	
Potential Funding Sources:	County Budget	
Implementation Timeline:	Within 4 years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Actions which seek to reduce the risk of hazard exposure create a more resilient community and assist in ensuring the County's population is safe.	
Impact on Future Development:	Future development would be focused on the removal of risk associated with hazards which the County is exposed to.	
Impact on Critical Facilities/Lifelines:	This action may support the continuity of operations at the various critical facilities in the County.	
Impact on Capabilities:	This action will add a new planning capability to the County and build upon the existing capital improvement plan.	
Climate Change Considerations:	Climate change may result in an increase in the frequency and severity of weather-related disaster events. As impacts from climate change are increasingly felt, the County may choose to identify projects which can reduce the risk of impacts felt from identified hazards of concern.	
Mitigation Category	Local Plans and Regulations (LPR)	
CRS Category	Preventative Measures (PR)	
Priority	Medium	
Alternatives	Action	Evaluation
	No action	Current problem persists
	Planning Department identifies all capital projects	May miss on other potential projects
	Restrict projects to those which will reduce risk of flood	Hazard risk may not be reduced for other hazards



Action 2026-CapeMayCo-31. Cape May County Design Standards

Lead Agency:	Cape May County Planning Department	
Supporting Agencies:	Cape May County Engineering, Consultants	
Hazards of Concern:	Flood	
Description of the Problem:	Cape May County's ecologically valuable landscape and historically significant streetscapes are identified for preservation in the face of increased flooding risk. In order to mitigate future damage to flood hazards while maintaining the ecological and aesthetic integrity of the County, design standards for addressing the visual impact of flood resilience measures is needed.	
Description of the Solution:	Develop design standards consistent with the County's landscapes and Creative Placemaking Plan to alleviate the impact of elevating bulkheads, buildings, and other floodproofing measures. In 2025-2026, County planning staff, in conjunction with Engineering staff and consultants, aims to update the Subdivision and Site Plan Resolution to be consistent with current design standards and to reflect best management practices with respect to floodproofing measures.	
Estimated Cost:	Low	
Potential Funding Sources:	County Budget	
Implementation Timeline:	Within 3 years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Populations and property in the County will have added protections from the flood hazard.	
Impact on Future Development:	Future development will be held to a higher standard and best practices to reduce the likelihood of flood impacts.	
Impact on Critical Facilities/Lifelines:	Critical facilities will have added protections from the flood hazard.	
Impact on Capabilities:	This action will strengthen the County's regulatory capabilities.	
Climate Change Considerations:	Climate change may result in an increase in the frequency and severity of weather-related disaster events. Updating and altering the design standards for structures within the County can support the reduction of risk associated with the identified hazards of concern.	
Mitigation Category	Local Plans and Regulations (LPR)	
CRS Category	Preventative Measures (PR)	
Priority	Medium	
Alternatives	Action	Evaluation
	No action	Current problem persists
	Planning Department identifies all changes	May miss on other potential beneficial changes
	Do not consider best management practices with respect to floodproofing measures.	May miss on other potential beneficial changes



Action 2026-CapeMayCo-32. 34th Street Stormwater Pump Station

Lead Agency:	Cape May County Public Works	
Supporting Agencies:	Cape May County Engineering, City of Ocean City	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	34th Street/Roosevelt Boulevard (CR-623) is a major thoroughfare into Ocean City and also an evacuation route. The AADT on 34th Street ranges from nearly 12,500 vehicles in the off-season to nearly 25,000 vehicles in the summer months. The route is vulnerable to stormwater and tidal flooding owing to the low-lying elevation of the roadway and the lack of a structural barrier to flooding along Roosevelt Boulevard in the wetlands section.	
Description of the Solution:	The County has installed stormwater pump stations serving 34th Street to alleviate nuisance flooding on the road and maintain the utility of the evacuation route during flooding events in 2024. The roadway is scheduled to be elevated in 2025.	
Estimated Cost:	High	
Potential Funding Sources:	FEMA HMA, County Budget, City Budget	
Implementation Timeline:	3 years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Enhanced drainage	Does not completely mitigate flooding
	Elevate roadway	Continued function of roadway



Action 2026-CapeMayCo-33. Strathmere Drainage Improvements

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Township of Upper	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	The Strathmere section of Upper Township is a low-lying barrier island community. Commonwealth Ave/CR-619 is the major north-south route through Strathmere and connects the neighborhood to evacuation routes to the north in Ocean City and to the South in Sea Isle City. When Commonwealth Avenue is flooded, evacuation from the neighborhood is impeded. The Avenue will continue to experience inhibited access during rain and tidal events. Stormwater drainage was upgraded but outfall work has not yet been completed.	
Description of the Solution:	The County, in conjunction with Upper Township, proposes improvements to Commonwealth Avenue to alleviate drainage issues and reduce flooding. Proposed upgrades include upgrading, upsizing, and redirecting stormwater outfall pipes to allow for the enhanced drainage of stormwater. Stormwater pump stations will be considered for feasibility.	
Estimated Cost:	High	
Potential Funding Sources:	FEMA HMA, County Budget	
Implementation Timeline:	Within five years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons. Areas that were previously vulnerable to frequency or severe flooding events will be less likely to be impacted by flooding events.	
Impact on Future Development:	Future development in the impacted area will be less likely to be flooded.	
Impact on Critical Facilities/Lifelines:	Transportation routes are more likely to remain open. Evacuation routes will remain intact. Access to health and medical facilities will be maintained, both for healthcare workers and the population who requires treatment for injuries and illness.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. This action improves stormwater infrastructure to meet changing stormwater needs as the result of climate change.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	High	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Road elevation	Not currently feasible
	Drainage Improvements	Mitigation of flooding issues



Action 2026-CapeMayCo-34. Sea Isle City Drainage Improvements

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	City of Sea Isle City	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	CR-619 (Landis Avenue) and CR-625 (JFK Boulevard) are major thoroughfares in Sea Isle City and carry stormwater drainage infrastructure. The City experiences frequent nuisance flooding on these streets. Stormwater drainage was upgraded but outfall work has not yet been completed.	
Description of the Solution:	The County proposes to undertake drainage improvements to these roadways and coordinate with Sea Isle City to facilitate drainage in the vicinity. Outfall pipes require upgrading and upsizing. Stormwater pump stations will be considered. The 55th and 32nd/33rd outfalls were upgraded in 2025. Other outfalls will be addressed in the next 5 years.	
Estimated Cost:	High	
Potential Funding Sources:	FEMA HMA, County Budget	
Implementation Timeline:	Within five years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons. Areas that were previously vulnerable to frequency or severe flooding events will be less likely to be impacted by flooding events.	
Impact on Future Development:	Future development in the impacted area will be less likely to be flooded.	
Impact on Critical Facilities/Lifelines:	Transportation routes are more likely to remain open. Evacuation routes will remain intact. Access to health and medical facilities will be maintained, both for healthcare workers and the population who requires treatment for injuries and illness.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. This action improves stormwater infrastructure to meet changing stormwater needs as the result of climate change.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Road elevation	Not currently feasible
	Drainage Improvements	Mitigation of flooding issues



Action 2026-CapeMayCo-35. CR-621 Lower Township Drainage Improvements

Lead Agency:	Cape May County Engineering	
Supporting Agencies:	Township of Lower	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Undersized culverts often result in the flooding of roadways due to the inability to handle the influx of water. Debris build-up in these undersized pipes may also result in water back-flow, leading to further roadway flooding instances and impacting the integrity of the culverts. The Lower Thorofare culvert located along CR 621 in Lower Township is undersized and experiences daily pressure flow.	
Description of the Solution:	Upgrade stormwater drainage system along CR-621 and arterials in Lower Township.	
Estimated Cost:	High	
Potential Funding Sources:	FEMA HMA, County Budget	
Implementation Timeline:	Within five years	
Goals Met:	1, 3, 4, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons. Areas that were previously vulnerable to frequency or severe flooding events will be less likely to be impacted by flooding events.	
Impact on Future Development:	Future development in the impacted area will be less likely to be flooded.	
Impact on Critical Facilities/Lifelines:	Transportation routes are more likely to remain open. Evacuation routes will remain intact. Access to health and medical facilities will be maintained, both for healthcare workers and the population who requires treatment for injuries and illness.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events. This action improves stormwater infrastructure to meet changing stormwater needs as the result of climate change.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	High	
Alternatives		
	Action	Evaluation
	No Action	Current problem continues
	Road elevation	Not currently feasible
	Drainage Improvements	Mitigation of flooding issues



Action 2026-CapeMayCo-36. Dennis Creek at Route 47 Flood Mitigation

Lead Agency:	NJDOT	
Supporting Agencies:	Cape May County Engineering, Cape May County Public Works	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	An undersized retention basin results in flooding in the intersection of State Route 47 and the newly completed bridge over Dennis Creek.	
Description of the Solution:	Rectify cause of flooding at the intersection of State Route 47 and the newly completed bridge over Dennis Creek. A channel was recently cut into the meadows to alleviate the flooding, but the issue is not fully addressed.	
Estimated Cost:	Medium	
Potential Funding Sources:	NJDOT, FEMA HMA	
Implementation Timeline:	Within five years	
Goals Met:	1, 3, 6	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Road elevation	Infeasible
	Retention Pond resizing	Feasible



Action 2026-CapeMayCo-37. Route 147 Elevation

Lead Agency:	NJDOT	
Supporting Agencies:	Cape May County Engineering, Cape May County Public Works, City of North Wildwood	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Route 147 is on generally higher land, however, upon entering North Wildwood the roadbed elevation decreases. Flooding impacts to the roadway begin at tide levels that are one foot above typical high tides.	
Description of the Solution:	Elevate tie-in section of State Route 147 into North Wildwood.	
Estimated Cost:	High	
Potential Funding Sources:	Transportation Trust Fund; NJDOT	
Implementation Timeline:	Within 10 years	
Goals Met:	1, 3, 4	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Realign Roadway	No available land
	Route 147 Elevation	Continued access



Action 2026-CapeMayCo-38. GSP Exit 6 Flood Mitigation

Lead Agency:	NJDOT	
Supporting Agencies:	NJTA	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Though the Exit 6 interchange is on relatively high ground, in the future sea level rise will cause the interchange to be located in the Special Flood Hazard Area and be impacted by flood events.	
Description of the Solution:	Intersection of State Route 147 and the Garden State Parkway (Middle Township) – Elevate Route 147 roadway and ramps, which will require elevation of the Parkway bridge overpass.	
Estimated Cost:	High	
Potential Funding Sources:	Transportation Trust Fund; NJTA Capital Funds	
Implementation Timeline:	Within 20 years	
Goals Met:	1, 3, 4	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Relocate Interchange	No available land
	Elevation of interchange	Continued access



Action 2026-CapeMayCo-39. GSP Exit 4 Elevation

Lead Agency:	NJDOT	
Supporting Agencies:	NJTA	
Hazards of Concern:	Flood, Severe Weather	
Description of the Problem:	Exit 4 of the Garden State Parkway is a major access point for the Wildwoods and Lower/Middle Townships. The eastern section of the intersection is in the Special Flood Hazard Area and is vulnerable to flooding at tide levels that are four feet above normal high tide.	
Description of the Solution:	Intersection of State Route 47 and the Garden State Parkway (Middle Township) – Elevate Route 47 roadway and ramps, which will require elevation of the Parkway bridge overpass.	
Estimated Cost:	High	
Potential Funding Sources:	Transportation Trust Fund; NJTA Capital Funds	
Implementation Timeline:	Within 10 years	
Goals Met:	1, 3, 4	
Benefits:	High (\$100,000)	
Impact on Socially Vulnerable Populations:	Keeping this route accessible is prudent to the successful movement of vulnerable persons.	
Impact on Future Development:	Not applicable	
Impact on Critical Facilities/Lifelines:	This action will ensure transportation routes remain open and accessible to the public for daily use and evacuation needs.	
Impact on Capabilities:	Not applicable	
Climate Change Considerations:	Climate change is resulting in an increase to annual precipitation. Much of this increase is in the form of heavy rainfall events. Consideration should be taken for increases in frequency and severity of rainfall events.	
Mitigation Category	Structure and Infrastructure Project (SIP)	
CRS Category	Structural Flood Control Projects (SP)	
Priority	Medium	
Alternatives	Action	Evaluation
	No Action	Current problem continues
	Relocation of exit	No land available
	Exit elevation	Continued use of road