



IMPROVING ACCESS
to **OPPORTUNITIES**
in the **DELAWARE VALLEY REGION:**

AREAWIDE JOB ACCESS and REVERSE COMMUTE TRANSPORTATION PLAN



Delaware Valley Regional Planning Commission

OCTOBER 2004



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Delaware Valley Regional Planning Commission

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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty, and intercity agency that provides continuing, comprehensive, and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.

Our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served by DVRPC.



DVRPC is funded by a variety of sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey Departments of Transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for this reports findings and conclusions, which may not represent the official views or policies of the funding agencies.

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The Job Access and Reverse Commute Program (JARC) was established in 1998 as part of the Transportation Equity Act for the 21st Century (TEA-21) to address transportation challenges faced by welfare recipients and other low-income persons seeking to obtain and retain jobs. With many entry-level jobs located in suburban locations, low-income persons were having a difficult time accessing these jobs from their inner-city homes. Not only is there job displacement, but conventional transit networks do not meet the transportation needs of reverse commuters or those who work non-peak hours. The JARC Program is intended to address these primary issues, as well as support access to employment support services such as childcare, training, and education.

Over the first five years of the Job Access and Reverse Commute Program, the Delaware Valley Regional Planning Commission (DVRPC) directed more than \$43 million dollars towards access-to-jobs initiatives. In addition, DVRPC adopted a regional job access strategy and facilitated the JARC grant program by which projects are prioritized and awarded funding based on DVRPC's adopted regional strategy. All the services that were funded through the JARC program support our strategy and provide critical transit connections for low-income and nontraditional shift workers. The report updates and expands DVRPC's first JARC Plan, adopted in 1998 and revised in 1999, and will provide the framework for the allocation of future grants.

EXECUTIVE SUMMARY

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Improving Access to Opportunities in the Delaware Valley Region



Chapter 1

Introduction

In response to the 1996 federal and state welfare reform and grant program initiatives, the Delaware Valley Regional Planning Commission (DVRPC) embarked on a multiyear program to assess its plan for transportation-related services and support activities in relation to welfare-to-work, access-to-jobs, and reverse commute initiatives. Building upon earlier work completed in support of this program, the goals of this bistate effort are to:

Catalogue the diverse activities underway in the region

Define barriers, gaps, and unmet needs

Position the agency to provide technical support and information to implementation agencies

Develop a knowledge base that would support DVRPC's role as the "regional forum" for discussion of issues and formulation of implementation strategies

Establish a process and strategy to allocate funding for new or enhanced job access or reverse commute initiatives.

Initial products of this effort built upon earlier DVRPC work as well as the commission's ongoing analyses of the region's changing job patterns, employment centers, and transportation networks. DVRPC then prepared a draft Access to Jobs Regional Strategy, which contained specific objectives that responded to regional barriers impeding access to jobs by lower income workers and welfare recipients seeking suburban employment opportunities. In addition, DVRPC completed an analysis of barriers impeding bistate commuting by public transit and a study of reverse commute issues in the Trenton area.

As a result of this "head start," particularly the availability of the draft Access to Jobs Regional Strategy,

DVRPC and the bistate region were well-positioned to respond quickly and effectively to the FTA's October 29, 1998, program guidance announcing the Job Access and Reverse Commute Competitive Grant program, now called the Job Access and Reverse Commute (JARC) program. This program, included in the Transportation Equity Act of the 21st Century (TEA-21), provided five years (FYs 1999-2003) of escalating funding for transportation services and supportive programs to facilitate job access and reverse commuting.

The FTA's initial and refined JARC program guidance required large metropolitan planning organizations (MPOs) to develop an Areawide Job Access and Reverse Commute Transportation Plan to serve as the focal point for the identification of potential projects for program funding, as well as provide a regional strategy for access-to-jobs and reverse commuting.

The region's initial plan, *Access to Opportunities in the Delaware Valley Region: Regional Job Access and Reverse Commute Transportation Plan*, was developed and accepted by the DVRPC Board in 1998, then refined, updated, and adopted in 1999, incorporating the first year of access to jobs initiatives that had occurred since the initial plan was completed. The initial and updated plans supported applicant selection and project consistency evaluations for FYs 1999 through 2003. The report presented here, *Improving Access to Opportunities in the Delaware Valley Region: Areawide Job Access and Reverse Commute Transportation Plan*, is the first comprehensive update of the Regional Job Access and Reverse Commute Transportation Plan since 1999. This updated plan will continue to be the focal point for the identification of new JARC projects as well as provide a basis of measuring existing JARC routes. The updated JARC report includes:

- A brief history of the FTA's JARC Program
- A description of welfare-to-work legislation and trends in Pennsylvania, New Jersey, and the Delaware Valley region
- Pertinent demographic and travel information, based on the 2000 Census and related estimates and forecasts
- An explanation of Job Access and Reverse Commute initiatives in Pennsylvania and New Jersey affecting the Delaware Valley region
- The status of FY 1999 to 2003 JARC funded projects
- An assessment of the identified JARC goals and objectives identified in the previous Regional Job Access and Reverse Commute Transportation Plan
- A refinement of transportation strategies, objectives, and goals

Legislative Background and Trends

Passed by Congress and signed into law on August 22, 1996, the Personal Responsibility and Work Opportunity Reconciliation Act (PRWORA) restructured the welfare system, replacing Aid to Families with Dependent Children (AFDC) cash entitlement payments to individuals with Temporary Assistance for Needy Families (TANF) block grants to states. Both state and federal TANF programs must continue providing services and benefits that were authorized under its former title IV-A or IV-F state plans, which covered Aid to Families with Dependent Children (AFDC), Emergency Assistance (EA), Job Opportunities and Basic Skills Training (JOBS), and Supportive Services. The four purposes of the program are to: 1) assist needy¹ families; 2) promote job preparation, work, and marriage; 3) prevent and reduce premarital pregnancies; and 4) encourage the formation and maintenance of two-parent families. The details of the federal legislation are comprehensive; however, two elements are important regarding

access to jobs. They are: 1) for individuals, a five-year lifetime limit for TANF benefits eligibility, and 2) for states, the ability and incentive to enact work requirements for public assistance recipients.

The five-year eligibility limit for TANF benefits has critical welfare-to-work policy implications. After the five years of eligibility have terminated, recipients will not receive TANF-funded assistance. While persons will still be eligible for Medicaid and other benefits funded exclusively from non-TANF sources, the loss of cash assistance will be difficult, if not devastating, for most public assistance households.

The federal law provides that states may, at their discretion, exempt up to 20 percent of the welfare population from the federal eligibility limits. As a safety net, New Jersey's program, called Work First New Jersey (WFNJ), provides two six-month extensions to the five-year limit granted on an individual basis. People over 60 years of age; a parent or relative who provides full-time care for a disabled child or dependent; permanently disabled people; and people determined by the human services commissioner to be "chronically unemployable" may be eligible for exemption from the eligibility limits.

Initially, Pennsylvania's TANF state plan did not include the exemption of a safety net; however, effective July 2, 2001, Pennsylvania amended its TANF state plan to include a Time-Out initiative, which provides eligible TANF recipients benefits that do not count against the five-year eligibility limit². Depending on a recipient's circumstances, the duration of Time-Out benefits can range from one month to indefinitely. In addition, Pennsylvania's TANF state plan will be revised to include hardship exceptions, whereby certain recipients may continue to receive TANF benefits beyond the five-year limit. Eligibility criteria for receiving a hardship exception is not yet defined.

Another key feature of the federal law is the schedule of work participation requirements on state caseloads. In FY 1999, at least 25 percent of all TANF recipients were required to be involved with eligible work activities at least 25 hours per week. This rose to 30 hours a week in FY 2002. States that fail to meet these benchmarks can be penalized 5 percent of their total TANF block grant by the federal government. According to the U.S. Department of Health and Human Services (DHHS) Administration for Children and Families (ACF), New Jersey and Pennsylvania have thus far met or exceeded the work participation rates mandated by federal law and therefore have not been fined.³

While TANF specifies work participation requirements for states, it also allows more flexibility to design and administer welfare programs to meet the requirements. Pennsylvania and New Jersey have responded by establishing

work rules for welfare recipients that require them to participate in work activities after receiving 24 months of TANF benefits to maintain their eligibility status. Allowable work activities include working, looking for work, or taking part in a work-related activity such as job training, community work, or subsidized work. Overall, welfare benefit levels to individuals and families do not differ dramatically between Pennsylvania and New Jersey. Both states offer continuing cash, Medicaid, childcare, transportation, and other services to encourage the transition to work. New Jersey, however, offers two years of Medicaid and childcare to those who have left the rolls for employment while Pennsylvania only offers a single year of each.

Caseload Trends

Pennsylvania and New Jersey welfare rolls grew steadily between 1989 and the mid-1990s, with New Jersey peaking at 126,000 families in 1993 and Pennsylvania at 210,000 families in 1994. Pennsylvania welfare rolls continue to decline. **Table 1** summarizes the welfare caseload for the Delaware Valley region. The TANF household figures were obtained from the Pennsylvania Department of Welfare (DPW) Office of Income Maintenance and the New Jersey Division of Family Development Statistics, November 2002. Between 2001 and 2002, the number of TANF households for the region fell by 5.7 percent. Of the four New Jersey counties, only Camden County, one of the five leading counties in the state with families receiving assistance, had a reduction of 3 percent. Only two Pennsylvania counties in the DVRPC region had an increase in eligible families.

The Changing Regional Labor Market

The Urban Institute⁴ estimates that over 90 percent of welfare parents are single mothers, between twenty and thirty years of age. With this dominance of women in

Table 1. Welfare Dependency, 2002

County	Eligible TANF Households 2001	Eligible TANF Households 2002	% Change
Burlington	959	1,058	10.0
Camden	4,740	4,547	-3.0
Gloucester	732	736	0.5
Mercer	2,322	2,349	1.1
Bucks	921	969	5.0
Chester	656	655	-0.15
Delaware	2,395	2,263	-5.5
Montgomery	1,110	1,156	4.0
Philadelphia	37,770	34,961	-7.5
4-NJ	8,743	8,690	-6.9
5-PA	42,852	40,004	-7.1
Region	51,595	48,694	-5.7

Figures obtained from the PADPW and the NJDFD, 2002.

poverty, a number of circumstances, such as childcare, are important elements to consider when defining the regional labor market. Nearly 60 percent of these recipients have a high school degree or some college, and approximately 70 percent have worked before applying for assistance. This general profile suggests that substantial numbers of recipients have the skills and motivation to enter the workforce. According to the 2000 Census, about 6 percent of welfare recipients owned an automobile. As a result, the vast majority of persons entering the labor force will be commuting by means other than driving alone to work. The welfare-to-work transition is further complicated by sprawl and job decentralization. What was once a highly industrial and city-centered economy has become a more diversified labor market with a growing number of suburban employment centers extending throughout the counties of the region. This is shown on [Map 1](#). To succeed in this job market, many persons making the transition from welfare-to-work will have little choice but to spend more time commuting greater distances. Initiatives to improve access-to-jobs and strengthen inner city connections to the regional labor market will be especially important for persons without private automobiles. In addition to the geographic mismatch between suburban jobs and urban workers, the influx of relatively low-skilled former welfare recipients into the labor market compounds a human capital skills mismatch. Absent job growth within the city limits, new workers must compete for jobs regionally.

[Table 2](#) outlines the geographic shift in employment for the nine-county region. Illustrating this shift in employment, the counties of Bucks, Chester, and Montgomery, are forecasted to increase the most. While many of the occupations in the region require only on-the-job training and no post high school education, there appears to be available positions for the low skilled job pool, but

they remain unfilled for several reasons. Primarily, the demand for these jobs is located in suburban locations of the region while a majority of the low-skilled labor pool resides in the core cities. Getting to these jobs is expensive and time-consuming and moving to these locations is too costly for the minimum wages workers receive. In addition, a majority of these workers must also find daycare. This becomes an additional obstacle since most daycare centers do not operate during nontraditional work hours, or the daycare facilities are apart from work locations. [Map 2](#) illustrates daycare facilities and family facilities within the region. Notice the proximity of these facilities to the regional rail systems and existing JARC routes. This map is particularly important to evaluate how the Delaware Valley region is providing employment and employment-related services to low-income persons. Welfare reform and changing labor markets have prompted cities and regions around the country to engage in new access-to-jobs initiatives. Early results have identified and confirmed general welfare-to-work barriers described in this section. ▲

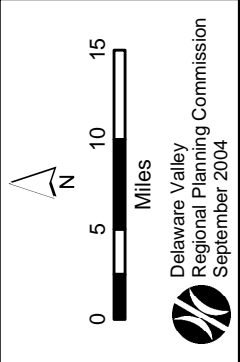
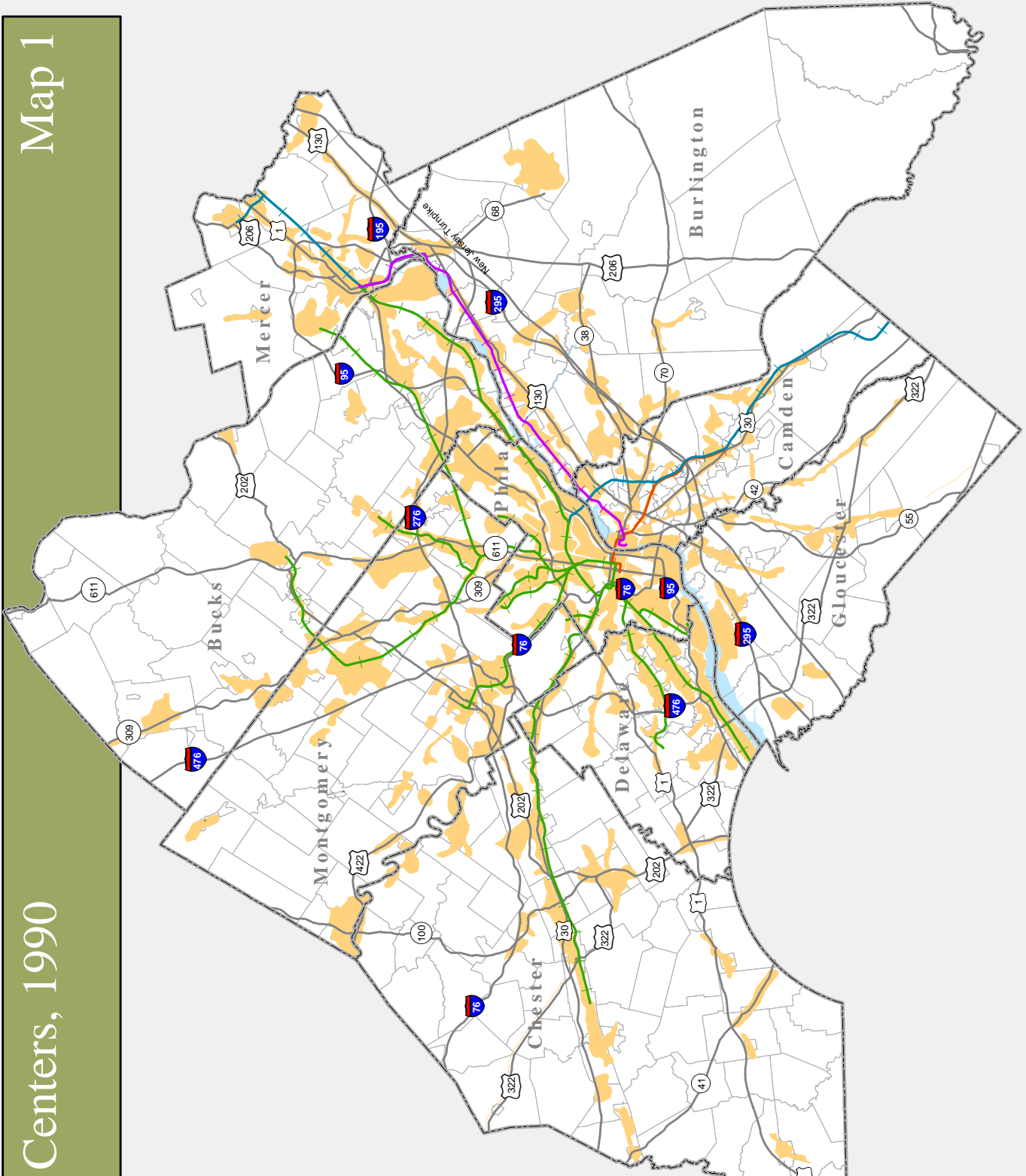
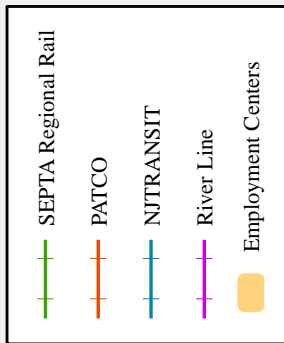
Table 2. Employment Forecasts, 2000-2025

County	2000 Employment	2025 Employment	% Change
Burlington	202,535	240,051	15.6
Camden	216,931	233,122	6.9
Gloucester	99,467	129,168	22.9
Mercer	220,915	252,120	12.3
Bucks	267,124	335,973	20.5
Chester	238,641	324,002	26.3
Delaware	238,164	269,370	11.5
Montgomery	492,677	579,920	15.0
Philadelphia	741,397	755,619	1.8
4-NJ	739,848	854,461	13.4
5-PA	1,978,003	2,264,884	12.6
Region	2,717,851	3,119,345	12.8

Source: DVRPC, 2004

Employment Centers, 1990

Map 1

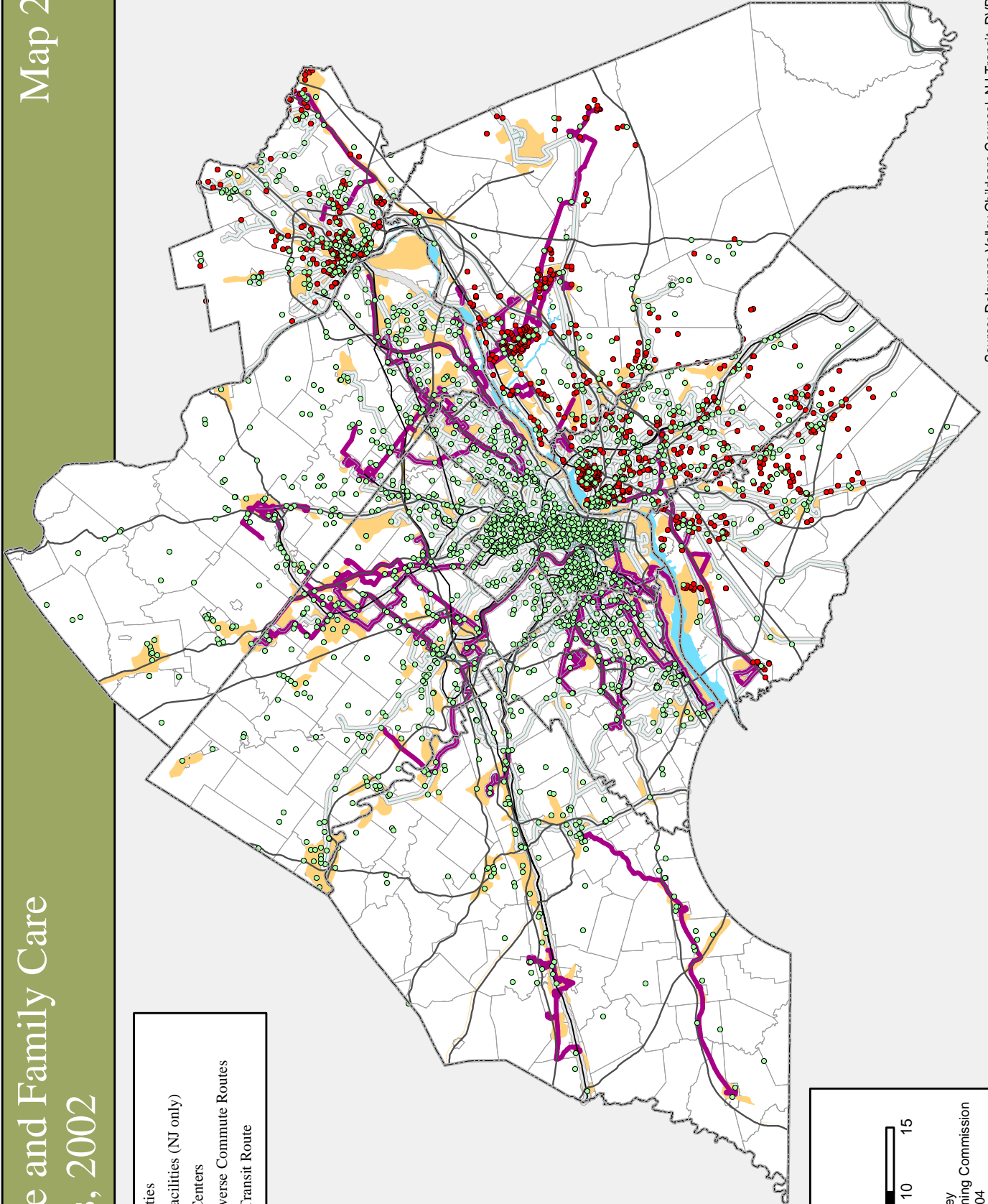


Source: DVRPC.

Daycare and Family Care Centers, 2002

Map 2

- Daycare Facilities
- Family Care Facilities (NJ only)
- Employment Centers
- Job Access Reverse Commute Routes
- Quarter-Mile Transit Route



Miles


Delaware Valley
Regional Planning Commission
September 2004

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Improving Access to Opportunities in the Delaware Valley Region



Chapter 2

Travel Characteristics and Accessibility

The primary goal of the FTA’s JARC program is to fund transportation projects that assist states and local organizations in developing new and expanded transportation services that connect welfare recipients and other low-income groups to jobs and employment-related activities. To accomplish this goal and develop effective projects in the Delaware Valley region, it is important to better understand the travel characteristics and unmet transportation needs of welfare recipients and other low-income groups, existing regional transit services, and the distribution and accessibility of potential employment opportunities. Toward this end, DVRPC staff reviewed: available travel characteristics of welfare and low-income households (along with overall commute trends in the region); existing regional transit services; and studies conducted by DVRPC that analyzed regional transit accessibility, which included accessibility of major employers, bistate commuting patterns, barriers to bistate commuting, and the characteristics of employment opportunities throughout the region.

Transit-Dependent Population and Travel Characteristics

To understand the complex issue of welfare-to-work and how transportation is an integral part of any solution, we must first examine the dependency on public transportation experienced by a majority of TANF households throughout the region. Table 3 documents the level of welfare dependency and the share of carless households in the region’s nine-county area. The low-income households reflect 150 percent of the Nation Center for Health Statistics 1999 poverty guidelines for a family of four (\$17,029). While auto ownership rates are not available from the Census Bureau for the TANF population alone, the percent of carless households estimated for the general population ranges from a low of

five percent in Burlington, Bucks, and Chester counties to 36 percent in Philadelphia County. The incidence of transit dependency among the TANF population is likely to rise above those rates. As a result, improving transit accessibility to key employment centers is critical to the region’s ability to successfully implement welfare reform. Being hired for a job is just the first step in making a successful transition into the workforce. While many factors influence job retention, the reasonableness of the commute ranks high. Persons eager to exit public assistance may accept a position without considering the full cost (calculated in terms of both time and money) of the daily trip to and from work.

The viability of a commute is not only determined by a person’s willingness to travel, but also relies on three factors:

- Out-of-pocket costs
- Travel time
- Distance from home

Table 3. Welfare Dependency and Carless Households, 2000

County	TANF Households	Low-income households	% of Carless households
Burlington	1,058	56,201	5
Camden	4,547	87,107	13
Gloucester	736	36,513	6
Mercer	2,349	49,841	12
Bucks	969	78,115	5
Chester	655	51,636	5
Delaware	2,263	92,928	11
Montgomery	1,156	101,760	6
Philadelphia	34,961	393,200	36
4-NJ	8,690	229,662	25
5-PA	40,004	717,639	13.4
Region	48,694	947,301	16.8

Source: DVRPC, 2000

Workers balance these costs of commuting against the expected benefits. In addition to low wages, for the welfare population, this may mean compliance with work requirements and the associated benefits. New entrants into the workforce are likely to travel greater distances in return for higher wages. Conversely, welfare recipients are unlikely to endure lengthy and costly commutes for jobs paying at or near the minimum wage.

Journey-to-Work Data

The Delaware Valley region is undergoing a shift in travel trends. Historically, the journey-to-work commute entailed traveling from the suburban counties to the core cities (Philadelphia, Camden, Trenton, or Chester) for work. Over the past few decades, two new trends have taken form that required adjustments to traditional transit service patterns. The first trend was workers commuting from suburban locations to other suburban locations. As the population has shifted further from the core cities, employment has followed. The second trend is a reverse commute pattern, involving residents of the core cities traveling to the suburban counties for employment. As demonstrated in the 2000 Census, this population and employment shift into suburban locations causes a mismatch between employment locations and the place of residency for the low-skilled workforce.

Map 3 illustrates the inter-and intra-county commuting patterns from 1990 to 2000. Appendix C compares those patterns from 1990 to 2000. Three trends stand out from this data:

- Philadelphia workers commuting within the city limits declined by 16 percent, while city residents traveling to the suburbs grew by an average of 17 percent

- Bucks, Burlington, Gloucester, and Mercer counties had a slight increase in workers commuting to Philadelphia for employment, but an even greater increase in suburb-to-suburb commuting
- Only Delaware and Camden counties had a decrease in the number of workers commuting to jobs within the county

The increase in suburb-to-suburb commuting clearly supports the need for additional transit and paratransit service to the suburban areas of the region.

Existing Transit Services and Providers

GENERAL DESCRIPTION. The region's bistate transit system has three major public transportation operators and several commercial and nonprofit organizations that provide transportation services (these service providers are described below). The combined bistate network of rail, trolley, and bus routes has historically offered a high level of transit service to commuters traveling during peak hours and those traveling to the core cities from suburban locations. However, the region's public transportation infrastructure funnels large numbers of riders to a select number of transit hubs, typically located in downtown business districts of the region's core cities and first generation suburbs. This same transit network has a much harder time servicing the relatively low-density residential and commercial development that characterizes the region's growing townships.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA). SEPTA is the fifth largest transit system in the nation with a 2,200-square-mile service area covering southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties). SEPTA's 127 bus

and regional rail R3 and R7 routes provide interstate service to New Jersey through Trenton and West Trenton and the R2 provides interstate service to Delaware through Wilmington and Newark. In addition, its hub of operations in Center City Philadelphia creates opportunities for Philadelphia residents to transfer from SEPTA to NJ TRANSIT or the PATCO High-Speed Line to travel to New Jersey employment. Commuters can also connect through AMTRAK in Philadelphia and Trenton.

NEW JERSEY TRANSIT (NJ TRANSIT). NJ TRANSIT, a statewide transit agency, is the third largest transit system in the nation. Approximately 10 percent of its ridership is in the 4-county DVRPC region. NJ TRANSIT operates 65 bus routes in the DVRPC region; at least half are interstate bus routes that provide service to Philadelphia or New York City⁵. Buses traveling from New Jersey to Philadelphia make a loop in Center City, following Vine Street west to Sixth Street, Sixth Street south to Market Street, Market Street west to Broad Street and north back to Vine Street. Unlike SEPTA buses, which stop at virtually every intersection in Center City, NJ TRANSIT buses stop at designated corners only (three stops on Sixth Street, seven stops on Market Street, one stop on Broad Street, and three stops on Vine Street). NJ TRANSIT bus routes have the potential to service transit-dependent persons in both Philadelphia and Camden. In addition, local NJ TRANSIT service to its Trenton rail station provides additional connections to SEPTA bus and rail service for Trenton residents. The NJ TRANSIT Atlantic City Line connects Philadelphia's 30th Street Station, Cherry Hill, Lindenwold, and Atco to points in Atlantic County. In March 2004, the NJ TRANSIT River Line began operation, which provides light rail service between Camden and Trenton. NJ TRANSIT also provides connections to AMTRAK service.

PORT AUTHORITY TRANSIT CORPORATION (PATCO). PATCO provides direct service between Center City Philadelphia and Lindenwold, New Jersey. The High-Speed Line makes four stops in Philadelphia: Eighth and Market where there are connections for the subway system and bus routes, Ninth/Tenth and Locust Street, Twelfth/Thirteenth and Locust Streets, and Fourteenth/Fifteenth and Locust Streets. In addition, there are nine stops in New Jersey; three serve the core city of Camden at Ferry Avenue, Broadway (connection to the Walter Rand Transportation Hub), and City Hall at Fifth and Market streets. NJ TRANSIT and shuttle services are available at several of the PATCO stations.

PRIVATE, COMMUNITY, AND NONPROFIT TRANSPORTATION PROVIDERS. Private and nonprofit transportation providers and transportation management associations (TMAs) augment the scheduled and fixed-route transportation services offered by NJ TRANSIT, SEPTA, and PATCO. While smaller in scale, these entities have more flexibility to respond quickly to new market opportunities. [Appendix D](#) provides a list of private and non-profit transportation providers in the region. Examples of these services include scheduled and demand-responsive services, employer-contracted transportation services by suburban transit and other private sector transportation companies, and commuter vanpool providers.

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As part of the 1997-1998 New Jersey County Transportation Coordination Planning Process, each county prepared an inventory of existing transportation services, including private carriers and nonprofit transportation providers. These inventories were prepared by MultiSystems for Mercer County and by Mundle & Associates for Camden County. Concurrently, Wheels, Inc. has also compiled an inventory of private carriers and nonprofit transportation providers for all counties within the bistate region.

Over the past five years, several transit services provided by nonprofits received funding through the JARC program (discussed in Chapter 4). Other transit providers have also contributed to JARC-run services in addition to the transit agencies. The breakdown of services by provider is shown below.

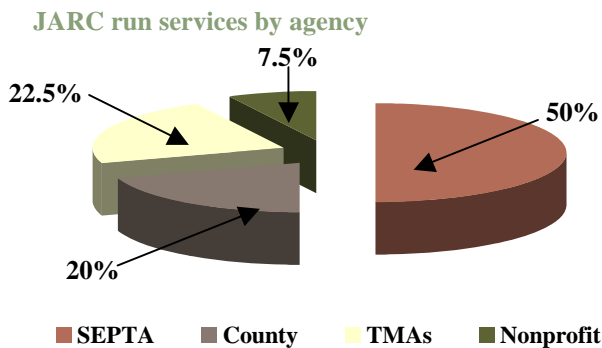
Transit Accessibility and Employment Opportunities

The region’s transit system plays a vital role in DVRPC’s regional access-to-jobs strategy. The adopted strategy includes the services of the following:

- SEPTA, NJ TRANSIT, and Amtrak (commuter) rail lines;
- SEPTA and PATCO transit rail lines;
- SEPTA bus and trolley routes; and
- NJ TRANSIT bus and light rail routes.

One of the objectives of the JARC program is to provide better access to employment opportunities for low-income persons. Therefore, using Year 2000 demographic and population data, DVRPC calculated the accessibility of jobs within existing public transit services at distances from one-quarter mile for rail stations and one-eighth of a mile for bus, trolley, and subway routes.

Linking low-skilled workers and employment with transit is important. Map 4 illustrates those areas served by regional rail in New Jersey and Map 5 illustrates those areas served by regional rail in Pennsylvania. This analysis indicated the number of jobs that have moved into suburban locations, however, Philadelphia County still has the largest number of jobs near transit. This is due to the historical concentration of transit in the central business district.



Source: DVRPC, 2003

While fixed-route rail transit and regional rail service is generally less accessible than bus and trolley service, the region’s high volume/high frequency rail routes are key elements of the transit network. For example, there are 111 bus routes versus only five rail transit Lines in southeastern Pennsylvania: the Broad Street Subway (Orange Line); Market-Frankford Subway (Blue Line); the Norristown 100 Line; Media 101 Line; and the Sharon Hill 102 Line. Eighty-three percent of the jobs are within one-half mile of SEPTA rail transit routes. Similarly, SEPTA’s regional rail Lines provide service to Center City and other job centers. Although bus and trolley service has more routes, the regional rail system is just as important. Regional transit service is concentrated in the region’s core cities, which is home to a

high proportion of the region’s welfare recipients.

In addition to the distance from transit, the time of day and day of the week the service operates is a critical component in determining accessibility. On weekdays, a majority of the service is available during peak hours. Lower levels of service run during the midday hours, evenings, and late evening hours. This is a critical distinction for many new entrants to the workforce because many of the jobs available require traveling outside of peak hours. For persons traveling long distances or making multiple transfers, the availability of early morning or night owl service (1 a.m. to 4 a.m.) may be a prerequisite to finding and keeping a job.

Transit Accessibility to Major Employers

To focus more specifically on probable work destinations, DVRPC analyzed the level of transit accessibility of major

employers with at least 375 workers. This is shown in Table 4 and Maps 4 and 5.

While not representative of all employers, major employers are a well-defined subgroup and are a likely source of entry-level jobs. For the region as a whole, 83.2 percent of the major employers were located within one-half mile of a transit facility. In New Jersey, 118 of 133 large employers were transit accessible. Mercer County rated the highest and Gloucester County rated the lowest. Almost two-thirds of all major employers in Bucks, Chester, Delaware, and Montgomery counties were transit accessible.

While comfortable walkable distance for most people is one-quarter mile, employers within a half-mile of transit can still capture a large portion of commuters. For the nine-county region, Philadelphia has the highest level of accessibility, where virtually all the employees use transit to get from urban centers to the suburban employment centers.

This is also important for existing JARC routes that make the “last-mile connection” from fixed-route transit to employment centers. Additional “last mile connections” appear to be needed in a majority of the suburban counties of the region. Bicycle racks or accommodations on transit vehicles may also serve to fill the missing “last-mile” connection for workers.

Transit Service Gaps and Unmet Needs

Available travel characteristics suggest that a significant number of welfare recipients in the Delaware Valley region are transit dependent. Therefore, the likelihood of recipients finding and maintaining employment or sustaining participation in an employment-related activity is dependent on how well the region’s transit systems meet their transportation needs.

Table 4. Major Employers Accessible by Transit, 2003			
County	Within 1/2 mile of transit	Major Employers 375 +	% Transit Accessible
Burlington	28	31	90.3
Camden	34	36	94.4
Gloucester	8	14	57.1
Mercer	48	52	87.5
Bucks	24	41	58.5
Chester	37	52	71.1
Delaware	28	32	87.5
Montgomery	62	92	67.3
Philadelphia	173	173	100.0
4-NJ	118	133	88.0
5-PA	324	390	83.0
Region	433	520	83.2

Source: DVRPC, 2003

The region's transit system has historically offered a high level of service to commuters traveling during peak hours. However, the system mainly funnels large numbers of people to a select number of transit hubs, typically located in the downtown business districts of the region's core cities and older suburbs. This same system has a more difficult time serving the relatively low-density residential and commercial development that has come to characterize most of the region's growing suburban and exurban areas, which have been designed for the automobile, not transit.

A review of the existing transit system and accessibility-related studies conducted by DVRPC suggests that the transit system provides a substantial level of accessibility to jobs and residents (including welfare recipients concentrated in the core cities) around selected transit hubs during peak travel times. However, it also suggests that the system provides a much lower level of accessibility during nonpeak travel times in most of the region's suburban areas. Unfortunately, many job opportunities that lower-income groups, including welfare recipients, are qualified for are located in low-density suburban areas and require them to commute during nonpeak travel times. Addressing this deficiency and eliminating transportation barriers for persons on welfare clearly requires more than proximity to a transit line. Other key access-to-jobs issues (many of them interrelated) include:

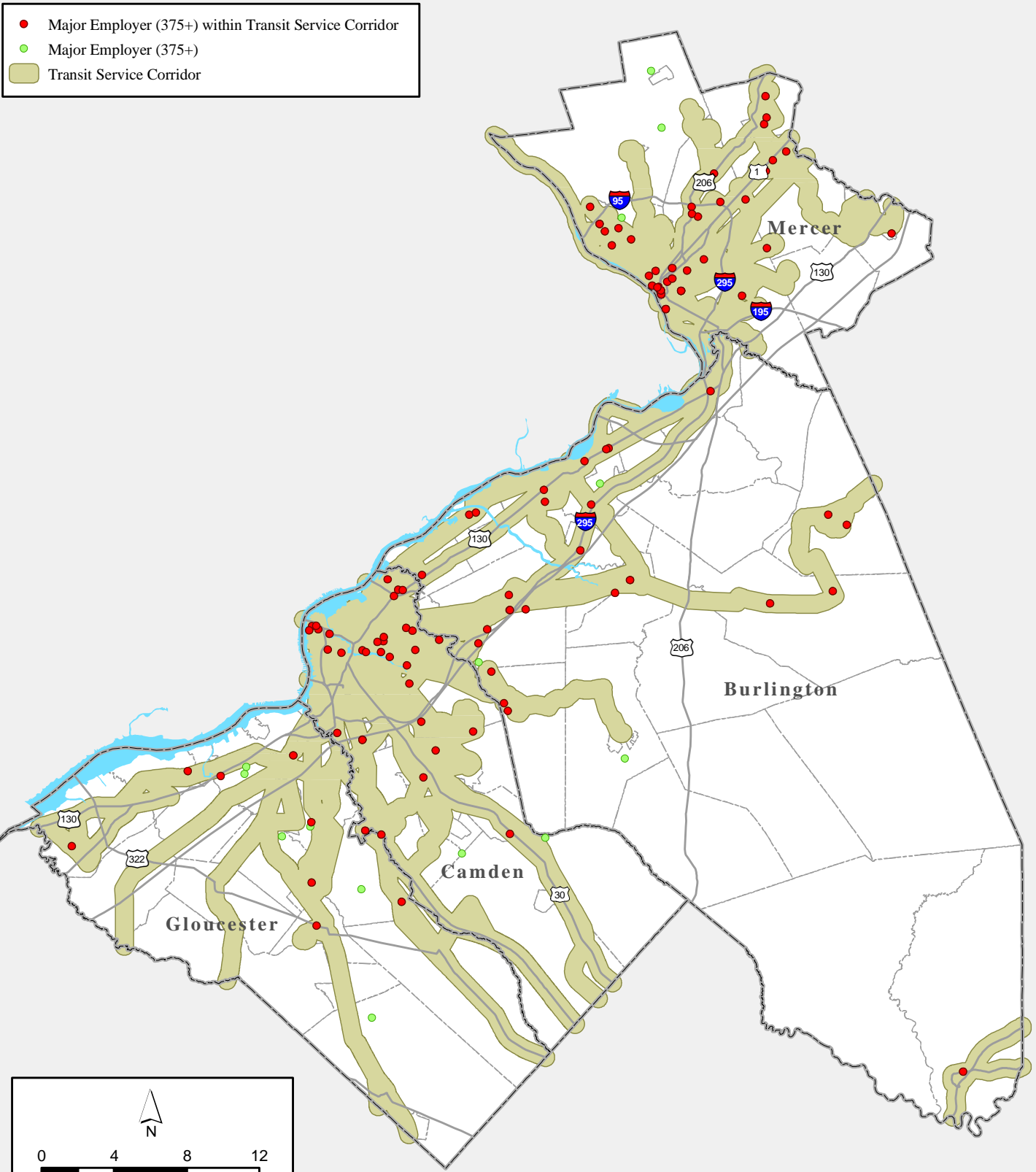
- The right bus – because a worker lives within one-quarter mile of a bus route does not mean this is the “best” route for the appropriate job opportunity.
- Reasonable travel times – each transfer increases total travel time and poses an additional challenge to job retention. It is not reasonable to expect someone to commute two or more hours a day with two or three transfers to a minimum wage job.

- Affordable transit fares – similarly, it is not reasonable to expect that persons can afford to buy a pass on minimum wage.
- More off-peak services – this includes early morning, late night, and weekend services.
- There is a need for workers with nontraditional hours to get to their jobs on time and to have alternatives to the automobile for their commute, particularly for carless households.
- More service to growing suburban job centers – the areas that are home to the greatest job growth need to find ways to become transit accessible. Transit for last mile connections or ride share programs should be considered.
- More support services to make the commute easier – support services such as daycare facilities are important in job retention for single-headed families.

Over the past five years, several JARC-funded projects have been implemented that take into account one or more of the key access-to-jobs issues identified above. (There is further discussion of JARC-funded projects in Chapter 4). While an evaluation of how much these projects have increased accessibility has not been conducted, it is clear from reviewing ridership data that these projects have increased accessibility to transit hubs and suburban employment locations for low-income persons, particularly welfare recipients.

Major Employers Accessible by Transit in NJ, 2003

Map 4



- Major Employer (375+) within Transit Service Corridor
- Major Employer (375+)
- Transit Service Corridor

0 4 8 12
Miles

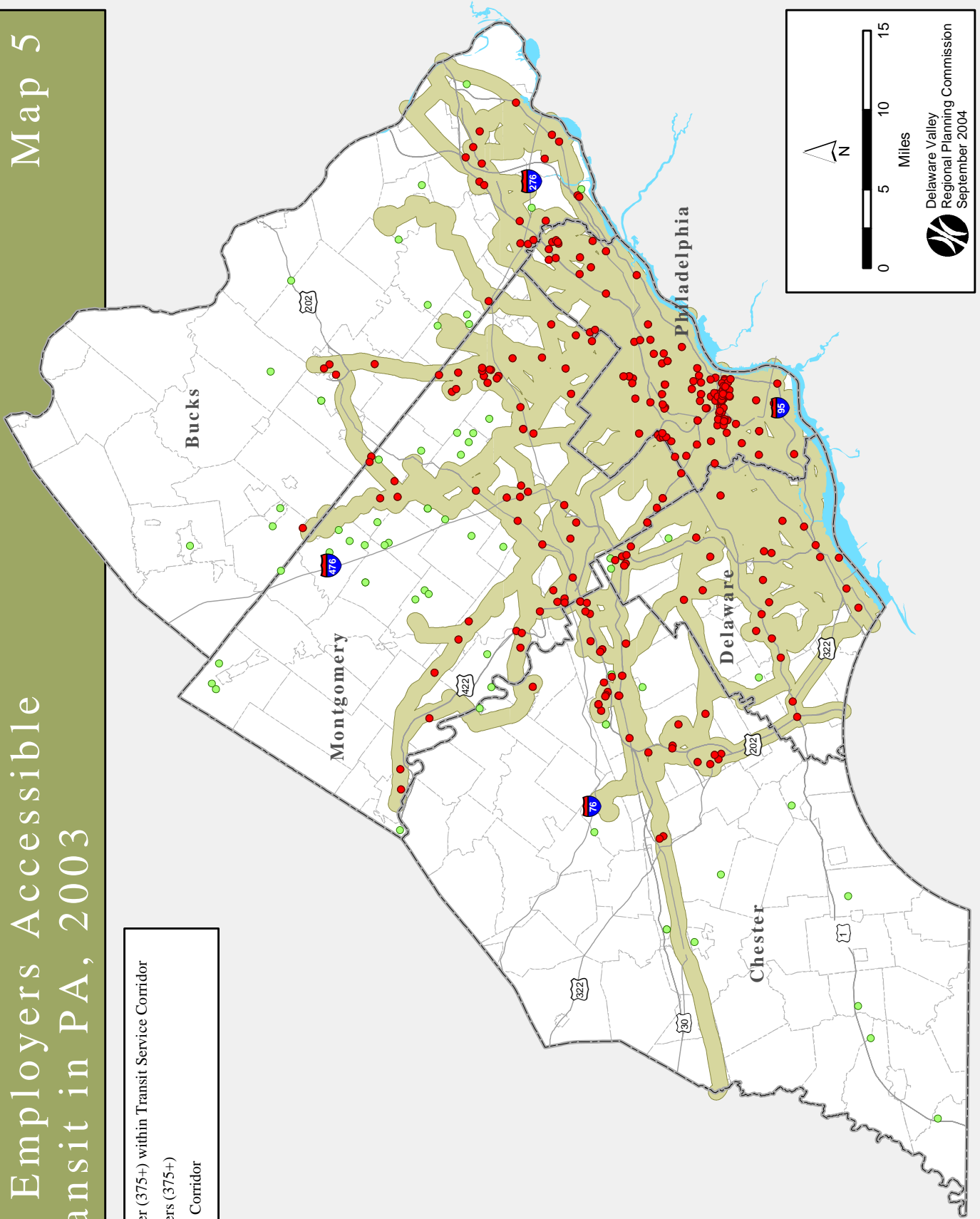
Delaware Valley
Regional Planning Commission
September 2004

Source: DVRPC, D & B.

Major Employers Accessible by Transit in PA, 2003

Map 5

- Major Employer (375+) within Transit Service Corridor
- Major Employers (375+)
- Transit Service Corridor



0 5 10 15
Miles

Delaware Valley
Regional Planning Commission
September 2004

Employment and Barriers to Bistate Commuting

Although the strategies in Chapter 4 of this plan do not emphasize bistate commuting as strongly as suburb-to-suburb commuting, it is still important to define the boundaries of the regional labor market. Resident workers from the core cities of Camden, Philadelphia, Chester, and Trenton generally are employed in a bistate market that covers portions of southeastern Pennsylvania and southern New Jersey. Newly developed employment opportunities in Mercer County, such as the Princeton/Route 1 corridor, require less travel time for those who live in Bucks County. Residents who live in Gloucester and Camden counties also experience less travel time to Philadelphia than to Trenton.

Given the regional nature of the labor market, it is critical for welfare recipients to have alternative access to the automobile to provide access to employment opportunities throughout the region in order to make a successful transition to work. Access to the region's transit system is essential to help them get to and retain a job. By analyzing estimated travel times of the existing SEPTA, NJ TRANSIT, and PATCO transit systems, bistate commute times to employment from the core cities of Philadelphia, Trenton, Chester, and Camden (which are home to the largest concentrations of welfare recipients in the region) can be evaluated. For each of these core cities, DVRPC evaluated the following:

- Employment opportunities on either side of the Delaware River
- Transit routes from a transit hub in a core city to suburban job opportunities
- Total fare and estimated travel time to a sample destination for each employer location

The results are categorized into three tiers based on travel time:

- Tier 1 – less than 30 minutes on transit
- Tier 2 – 30 to 60 minutes on transit
- Tier 3 – more than 60 minutes on transit

Total travel time was difficult to accurately estimate for two reasons. First, this analysis did not include the first leg of the trip from home to a transit stop, station, or hub. While some people may live close to transit, for others this can be a significant distance. Second, this analysis did not reflect transfer or layover time between different routes. Where possible, trips utilized high frequency modes of service to minimize layovers. Nonetheless, layovers between trip segments may significantly add to travel time for some commuters. For example, trips from Camden to southeastern Pennsylvania destinations that require transfers from PATCO or NJ TRANSIT to SEPTA bus or rail Lines in Center City Philadelphia.

Commutes were then placed into tiers based on travel time because there is no threshold for defining the limit of a reasonable commute. People have different preferences and tolerances for commuting and the payoffs that they receive from traveling to distinct jobs vary from situation to situation. According to the 2000 Census, mean travel time for resident workers in the region's core cities varied from a low of 26.5 minutes (Chester resident workers) to a high of 28.2 minutes (Philadelphia resident workers). Based on these averages for the population at large, it is reasonable to assume that most persons entering the workforce will find Tier 1 trips (less than 30 minutes) to be acceptable. Tier 2 (30 to 60 minutes) and Tier 3 (over 60 minutes) trips will require higher levels of motivation.

It is possible, but not certain, that work requirements and time limits on welfare eligibility may provide that motivation. Based on these criteria, the following is highlighted:

- Camden residents have the most Tier 1 bistate commute options covering more than 433,000 jobs in six employment centers. This level of access reflects direct service by NJ TRANSIT feeder buses to the region's major job centers in Center City Philadelphia with easy connections to other nearby job centers via the Market-Frankford and Broad Street subway Lines.
- Trenton and West Trenton residents have access to the second highest number of Tier 1 jobs. Most of these commutes assume travel on SEPTA's R3 and R7 regional rail Lines. SEPTA's Route 127 bus also provides direct service from Trenton to Bucks County, and NJ TRANSIT's Route 600 bus serves the Route 1 employment corridor up to Princeton.
- Although several New Jersey destinations are accessible in less than 30 minutes from Center City Philadelphia, the bulk of the identified bistate work trips fall in the 30 to 60 minute range. These commutes, covering six New Jersey employment centers, are home to more than 460,767 jobs and primarily utilize NJ TRANSIT's interstate bus routes 400 through 419.

Considering that the calculated commute times do not include the first leg of a trip nor transfer times, these times only provide a general indicator of the total commute. For example, if a person needs to walk ten minutes to a bus stop and five minutes from their final bus stop to their destination, then a Tier 1 commute of 20 minutes becomes a Tier 2 commute of 35 minutes. Despite this uncertainty, findings from this study suggest that the existing transit network is capable of supporting a significant level of bistate commuting. However, in addition to the amount of time these commutes take, workers who travel across the Delaware River must also deal with two different fare collection systems. Additionally, low-income workers entering the workforce, most of whom do not own automobiles, represent a sizable potential ridership for the region's transit agencies.▲

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Improving Access to Opportunities in the Delaware Valley Region



Chapter 3

Access-to-Jobs Initiatives

There have been several access-to-jobs initiatives undertaken in the Delaware Valley region since the federal Personal Responsibility and Work Opportunity Reconciliation Act (PRWORA) was signed into law in 1996 and FTA's Job Access and Reverse Commute (JARC) Program was established in 1998. DVRPC has undertaken several initiatives – before and after the above legislation was enacted – that vary from employment and transit studies to developing a regional job access and reverse commute transportation plan. Additionally, federal, state, and local governments, transit agencies, and nonprofit groups have undertaken several initiatives that affect job accessibility in the Delaware Valley region, which vary from county-level access-to-jobs plans to new bus routes that fill a recognized service gap. This chapter discusses in detail the initiatives undertaken by DVRPC, including the JARC Work Program, and initiatives undertaken in Pennsylvania and New Jersey that affect job accessibility in the Delaware Valley region. In addition, new initiatives, such as the New Freedom Initiative, are also discussed. This new initiative requires the inclusion of services for persons with disabilities.

DVRPC's Access-to-Jobs Initiatives

DVRPC has completed a number of projects and helped organize a conference that are directly relevant to the regional access-to-jobs strategy. Many of these projects utilized the commission's geographic information systems (GIS) capacity to analyze regional employment, transportation, and demographic data providing insight into specific employment centers and transportation corridors. Major projects are listed in **Table 5** on the following page.

The study completed before 1996, Bridges to Work: Philadelphia Collaborative Scale Site Proposal, was undertaken prior to the

latest round of welfare reform. Signified by the passage of PRWORA in 1996, welfare reform shifted the focus to developing mobility strategies targeted at low-income urban residents making the transitions from welfare-to-work. In response, DVRPC shifted its initiatives and developed a Job Access and Reverse Commute (JARC) Work Program, which has been ongoing since 1997.

DVRPC's JARC Initiatives and Regional Strategy Development

The Regional Policy Analysis Committee of the DVRPC Board met on July 10, 1997 to consider alternative approaches to the access-to-jobs issue. Participants included representatives of federal, state, county, and city governments from transportation, labor, and human service agencies in Pennsylvania and New Jersey. Recognizing the importance of the issue, the committee recommended that DVRPC move ahead on several access-to-jobs initiatives that collectively support the development of an Access-to-Jobs Strategy for the Delaware Valley region. The committee identified three priorities and DVRPC has pursued several activities in each area.

Educate human service providers, job trainers, and welfare recipients about available transportation services. On August 7, 1997, DVRPC and SEPTA cosponsored a full-day Access-to-Jobs Transportation Training Seminar attended by 37 Philadelphia-based job placement intermediaries. SEPTA had previously conducted a similar training session for the Philadelphia County Assistance Office. DVRPC helped the transit agency connect with job trainers and placement professionals outside of the Department of Public Welfare. Other educational outreach included presentations at welfare reform conferences sponsored by the United Way (January 7, 1998); the Philadelphia Office of Housing and Community Development (October 20, 1997); at the 1998 American Planning

Association National Planning Conference in Boston (April 4-8, 1998); and at the FTA Region III Conference in Philadelphia (December 9, 1998). In November 2002, DVRPC hosted three group forums made up of representatives throughout the region to discuss and assess the first round of funding, and to consider and discuss new strategies and updates for the updated JARC plan.

On February 12, 2003, PennDOT and the Bureau of Public Transportation cosponsored a full-day seminar on “Evaluating the W2W Program Success.” This seminar will be helpful for the next funding round, pending TEA-21 reauthorization as well as performance measure reporting for existing JARC routes.

Coordinate with a wide range of transportation, workforce, and human service organizations from Pennsylvania and New Jersey. DVRPC held access-to-jobs focus groups with transportation management associations, job trainers, and community-based organizations (including TANF recipients). DVRPC met on several occasions with childcare advocacy groups and provided technical assistance to one organization on the acquisition of a GIS system. The focus groups met in the beginning of the program in 1999 and again in 2002.

DVRPC is also a member of the Jobs Policy Network and coordinated the “Taskforce on Transportation Barriers” to help inform its Regional Workforce Investment Strategy. In addition, DVRPC participated in several directed welfare-to-work transportation planning efforts, including the Philadelphia City Council’s “Working Group on Reverse Commute of the Homeless Prevention Taskforce” and

Table 5: DVRPC Job Access Related Reports

THE MISMATCH BETWEEN JOBS AND WORKERS IN THE DELAWARE VALLEY (1991).

BRIDGING THE GAP (1992).

1990 EMPLOYMENT CENTERS IN THE DELAWARE VALLEY (1994).

BRIDGES TO WORK: PHILADELPHIA COLLABORATIVE SCALE SITE PROPOSAL (1995).

TRENTON AREA REVERSE COMMUTE OPTIONS (1997).

ACCESS-TO-JOBS: ADDRESSING BARRIERS TO BISTATE COMMUTING (1998).

CONFERENCE: ACCESS-TO-JOBS IN SOUTHERN NEW JERSEY AND SOUTHEASTERN PENNSYLVANIA (1998).

TRANSIT ACCESSIBILITY IN THE DELAWARE VALLEY REGION (1998).

GREATER PHILADELPHIA WORKS (1998-2000).

IMPLEMENTING TITLE VI REGULATIONS AND ENVIRONMENTAL JUSTICE EXECUTIVE ORDER (2001).

“ANNUAL UPDATE”. . . AND JUSTICE FOR ALL” DVRPC’S STRATEGY FOR FAIR TREATMENT AND MEANINGFUL INVOLVEMENT OF ALL PEOPLE (2002, 2003).

the “Greater Philadelphia Economic Development Taskforce,” which was facilitated by the Philadelphia Association of Community Development Corporations for the Pennsylvania Department of Community and Economic Development.

Target specific locations for more immediate action as opportunities arise.

DVRPC worked with Public-Private Ventures, Inc., SEPTA, the City of Philadelphia, the Private Industry Council of Philadelphia, and area TMAs to develop an access-to-jobs demonstration project (Bridges to Work) to link low-income residents of Philadelphia with jobs in the Airport Activity Center and King of Prussia. This group submitted a proposal for funding to the U.S. Department of Housing and Urban Development (HUD). The Philadelphia demonstration program was not included in the final national demonstration, despite Bridges to Work receiving funds. However, the basic concepts articulated in this proposal later became the basis for the transportation element of the city’s Greater Philadelphia Works welfare-to-work package, funded through the Department of Labor. DVRPC continues to monitor and provide technical assistance for access-to-jobs planning efforts in other parts of the region to develop projects in specific corridors. These include county-based planning efforts in Burlington, Camden, Gloucester, and Mercer counties in New Jersey as part of the state’s County Transportation Coordination Planning.

goals of the program are to 1) provide transportation services in urban, suburban, and rural areas to assist welfare recipients and low-income individuals to gain access to employment opportunities, and 2) increase collaboration among transportation providers, human service agencies, employers, metropolitan planning organizations (MPOs), states, and communities in providing access to employment.

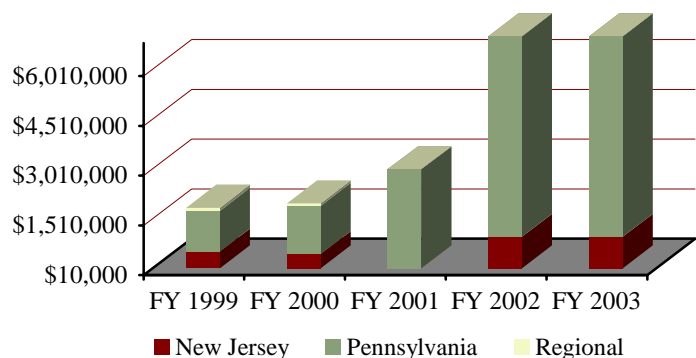
In addition to maintaining an area-wide job access and reverse commute transportation plan, DVRPC is also responsible for facilitating the FTA JARC program annual grant cycle, which includes soliciting projects, project review, selecting qualified applicants, prioritizing projects for funding, and adding selected projects into the Transportation Improvement Program (TIP).

In both the initial year as a competitive grant program and during subsequent years as a predominately congressionally earmarked program, the Delaware Valley region has been successful in obtaining JARC funds. Table 6 summarizes the

FTA’s Job Access and Reverse Commute Program⁶

In October 1998, the FTA announced the Job Access and Reverse Commute (JARC) Grant Program. This new program, authorized by the Transportation Equity Act of the 21st Century (TEA-21), provided five years (FYs 1999-2003) of escalating funding (up to \$150 million annually) for transportation services and supportive programs that facilitate job access and reverse commuting. The two major

TABLE 6: JARC FUNDING LEVELS, 1999-2003



Source: DVRPC, 2003

JARC funding levels within the Delaware Valley region.

The Delaware Valley region has funded one-hundred and fifty projects (includes continuing projects) with \$43 million in JARC and matching funds since 1999. There are twenty-two funded projects in New Jersey and one-hundred and twenty-six in Pennsylvania, and two bistate projects encompassing portions of New Jersey and Pennsylvania. These routes are shown on [Map 6](#).

New Freedoms Initiative

The federal government has stated that many of the 54 million Americans with disabilities remain unable to gain full independence due to various transportation barriers. As a result, in February 2001, President George W. Bush announced the New Freedoms Initiative, to be implemented through the Department of Transportation. This program will promote the full participation of persons with disabilities in every area of society by increasing access, increasing education and employment opportunities, and promoting full accessibility to society. This initiative consists of three major components:

- Increasing Access to Assistive and Universally Designed Technologies
- Expanding Educational Opportunities for Youth with Disabilities
- Integrating Americans with Disabilities into the Workforce

In 1999, Congress passed the “Ticket-to-Work” and Work Incentives Improvement Act,” which gave Americans with disabilities the means to seek

employment. This provides them with a voucher-like ticket that allows them to choose their own support services such as paratransit, education programs, or rehabilitation services. In order for this incentive to become effective, the Bush Administration has promoted implementation of the “Ticket to Work” Act and obtained over \$20 million for matching grants to states that help people with disabilities buy equipment necessary for telecommuting to work. This program, in collaboration with the JARC program, will ensure that services in the Delaware Valley region include Americans with disabilities and provide a match between the labor force and jobs.

In order to move Americans with disabilities into the workforce, innovative transportation solutions need to be available. The New Freedoms Initiative policies test new and innovative transportation ideas and try to develop partnerships with various community groups in order to increase access to alternate modes of transportation, such as vans with special lifts, modified automobiles, and ride-share programs.

To date, the Department of Transportation, through the JARC program, has funded more than 200 state and local grantees in 44 states to provide new employment transportation services for low-income persons, particularly those with disabilities. In order to implement more access for Americans with disabilities, the New Freedom Initiative program requested \$145 million in FY 2003 for a competitive grant program to provide additional transportation services for access-to-jobs and a pilot program to demonstrate innovative solutions for those with disabilities. The FY 2003 budget also expanded the funding available for the JARC program to the authorized level of \$150 million.

New Jersey

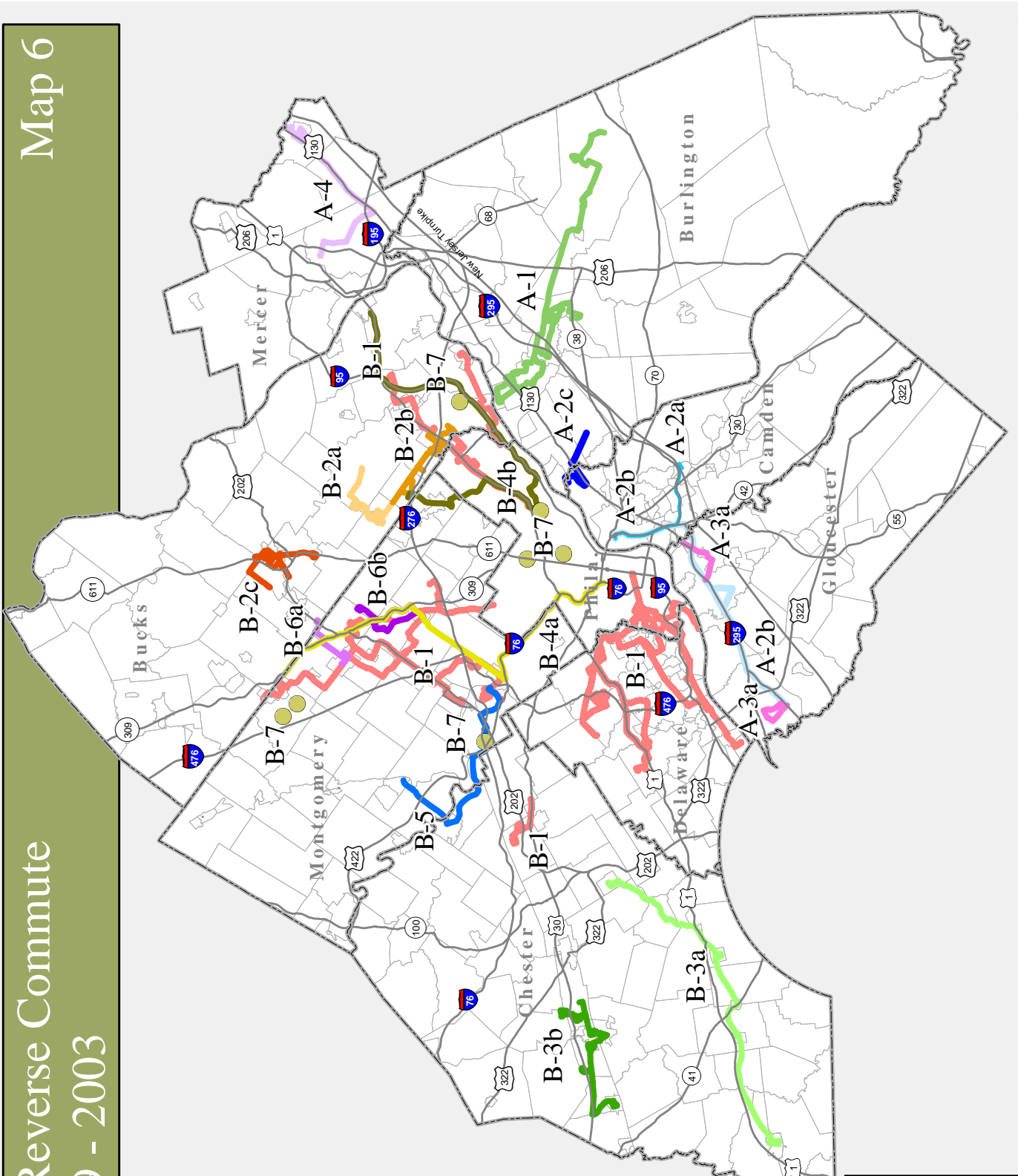
- A-1 Burlington County Transportation
 - a. BurLink I and II (Pemberton, Mt. Holly, and Willingboro)
 - b. BurLink expansion (Beverly and Edgewater Park, connection to River Line in Burlington County)
- A-2 South Jersey Transportation Authority
 - a. UPS Lawnside Service
 - b. Camden to Mid-Atlantic Industrial Park and Pureland Industrial Park
 - c. River Line Connection
- A-3 Gloucester County Work First New Jersey Transportation Committee / Gloucester County Workforce Investment Board
 - a. Pureland Shuttle service
- A-4 Mercer County Workforce Investment Board
 - a. Route 130 Connection


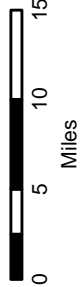

Pennsylvania

- B-1 Southeastern Pennsylvania Transportation Authority (SEPTA)
 - a. Routes/Services:
 - Route 1 - late night service
 - Route 1 - extension
 - Route 14 - improvements
 - Route 14 - weekend service
 - Route 37 (Chester - S. Philadelphia - Airport)
 - Route 95 - improvements
 - Route 96 - expanded services
 - Route 96 & 201 - enhance evening services
 - Route 105
 - Route 110 - morning service
 - Route 112, 124 & 129 - evening services
 - Route 206 - midday service
 - Route 304 (Bristol)
 - Route 305 (Darby - Philadelphia Airport)
 - R1 - early morning service
 - R5 - expanded services
 - Suburban Transit - evening service
 - Suburban Transit - owl service (Routes 108 & 113)
- B-2 Bucks County TMA
 - a. Warminster Rush
 - b. Street Road Rush
 - c. Doylestown Dart
- B-3 TMA of Chester County
 - a. SCCOOT/ Phlyer
 - b. Coatesville Link
- B-4 Greater Philadelphia Urban Affairs Coalition (GPUAC)
 - a. Shuttle service for the Route 309 and Route 3 corridors
 - b. Route 1 corridor
- B-5 Greater Valley Forge Transportation Management Association (GVFTMA)
 - a. Suburban Link
- B-6 The Partnership TMA
 - a. Lansdale HOP
 - b. Ambler HOP
- B-7 Impact Services Corporation
 - a. Get me to the Job on time! (JOT)

Map 6

Job Access Reverse Commute Routes, 1999 - 2003

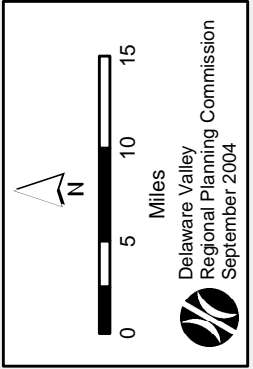
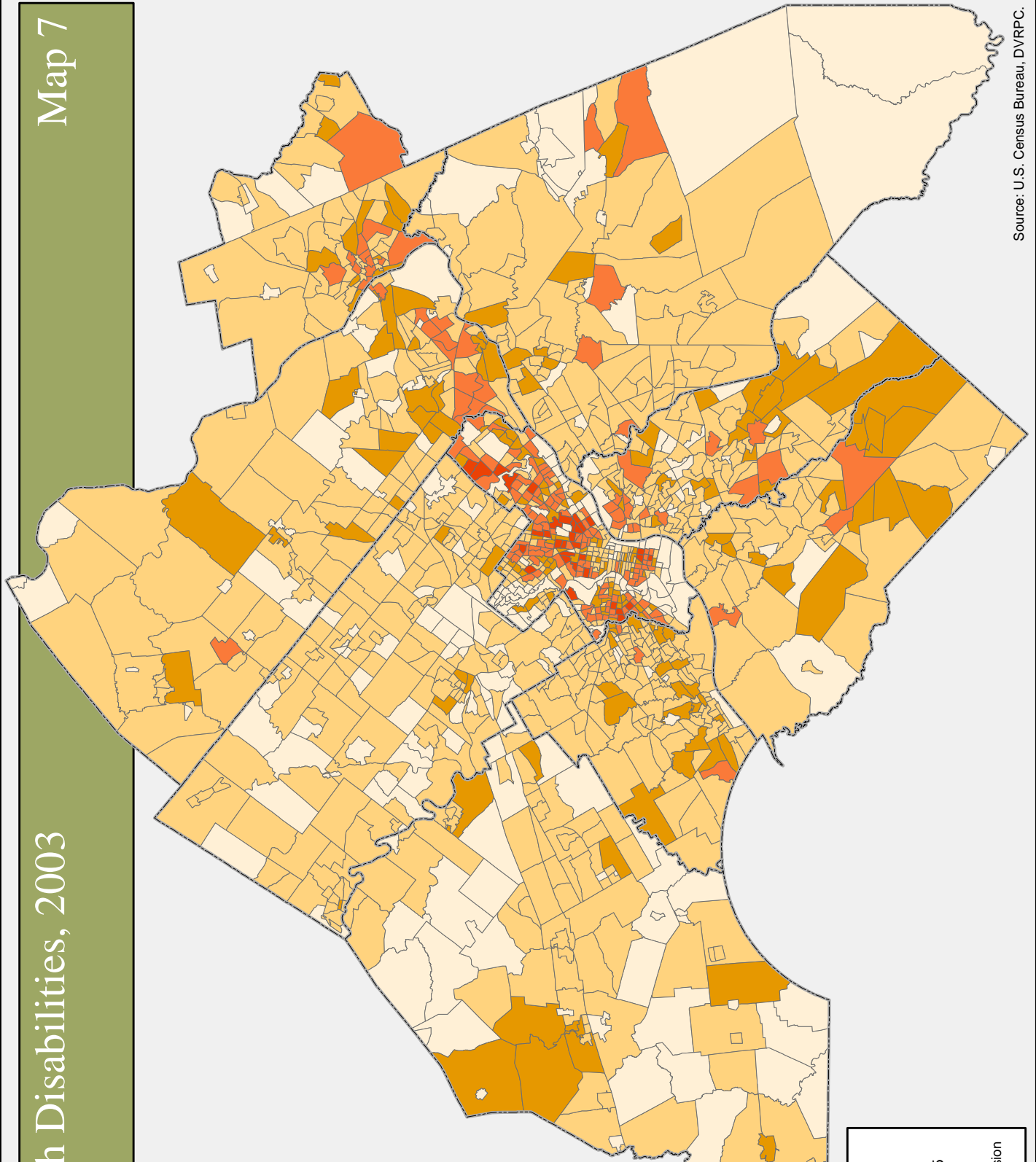
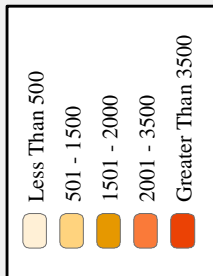




 Miles

 Delaware Valley
 Regional Planning Commission
 September 2004

Source: DVRPC.

Persons With Disabilities, 2003

Map 7



Source: U.S. Census Bureau, DVRPC.

DVRPC has helped to identify the needs of the region’s disabled through our Environmental Justice Program. Thirty percent of the Delaware Valley region’s population qualifies as having a disability. **Table 7** outlines the percent of disabled persons per county. There are currently many nonprofit and private transit providers that render services for Americans with disabilities, however, DVRPC’s updated Job Access and Reverse Commute strategy has been revised to include expanded transportation services to Americans with disabilities and to make accessibility to employment opportunities an independent venture. This is particularly important for the suburban employment locations where many nonprofit or private transit providers may not offer service. To begin an evaluation of the region’s current JARC routes and where they provide service in relation to the disabled population, an analysis was done that used DVRPC Environmental Justice criteria at the census tract level to see where a majority of the disabled population resided.

New Jersey’s Access-to-Jobs Initiatives⁷

Since the implementation of New Jersey’s welfare reform program, Work First New Jersey (WFNJ), New Jersey has been a leader in statewide coordination efforts to address accessibility challenges faced by low-income individuals. Through an innovative partnership, the New Jersey Department of Transportation (NJDOT), Department of Labor (NJDOL), Department of Human Services (NJDHS), New Jersey Transit (NJ TRANSIT), and the State Employment and Training Commission (SETC) have developed the Project Oversight Group (POG). The POG facilitates inter-departmental planning and assists counties and communities in developing solutions to local job access and other accessibility issues.

This state-level coordination and partnership has led to and supported several statewide transportation initiatives designed to address transportation barriers for low-income and transit-dependent individuals. The initiatives include New Jersey Community Transportation Coordination Planning, regional coordination efforts, WFNJ Transportation Block Grant, Monmouth and Gloucester County demonstration projects, New Jersey Transportation Innovation Fund, the WorkPass and BusinessPass and “Get a Job. Get a Ride!” programs. Following is a detailed description of these initiatives.

New Jersey Community Transportation Coordination Planning. In August 1998, New Jersey’s transportation, human services, labor and employment, and training agencies initiated the statewide planning process at the state-level on welfare-to-work and workforce related transportation issues. Together, these agencies have provided financial and technical support to each of the 21 New Jersey counties in the development and implementation of local planning efforts.

Table 7. Persons with Disabilities in the Delaware Valley, 2002

County	Persons with Disabilities	Total Population	% of County with Disability
Burlington	103,714	423,394	24.5
Camden	157,705	508,932	31.0
Gloucester	69,546	254,673	27.3
Mercer	97,399	350,761	27.7
Bucks	147,943	597,635	24.8
Chester	90,627	433,501	20.9
Delaware	154,901	550,864	28.1
Montgomery	163,655	750,097	21.8
Philadelphia	650,192	1,517,550	42.8
4-NJ	428,364	1,537,760	27.9
5-PA	1,207,318	3,849,647	31.4
Region	1,635,682	5,387,407	30.4

Source: DVRPC, 2002

These efforts have centered on forming local interagency steering committees to develop a countywide Community Transportation Plan for each county. To assist the counties in this process, the state hired the consulting firm, MultiSystems, to serve as a technical advisor and provide each county with GIS-based resources illustrating the existing transit network to address the mapping of welfare populations, childcare centers, and major employers.

The framework was created at the state level, but a majority of the work has been done at the county level. The initial step was for each county to create an interagency steering committee consisting of, at minimum, members from the Workforce Investment Boards (WIBs), which are the equivalent of private industry councils, county planners, county welfare agencies, Unified Child Care Agencies (organized by county), local transportation providers, and other local stakeholders⁸.

Once established, the committees defined local transportation gaps, developed strategies for addressing those gaps, and identified opportunities for increased coordination of existing transit services. Based on the steering committee findings, each county developed a Community Transportation Plan that provided a framework for the planning and development of new local transportation programs and services to improve accessibility for low-income individuals and other transit-dependent populations.

The New Jersey Community Transportation Coordination Planning process is an ambitious undertaking for individual counties. While the state-provided consultant and GIS resources are helpful, the yearlong process inevitably creates more work for county staff and there is no legal mandate requiring counties to participate. To encourage buy-in, the state has made submission of a county-level plan a precondition for eligibility to apply for state or federal

welfare-to-work transportation implementation dollars, including funding through the FTA JARC Grant Program, the Transportation Innovation Fund, and the WFNJ Transportation Block Grant. The latter two are discussed in further detail later.

By the end of 1999, all 21 counties had completed their plans and submitted them to the state. These plans identified specific services, from which the FY 1999 JARC proposals were chosen and served as the basis for the first-round distribution of NJ DOT Transportation Innovation Fund and WFNJ Transportation Block Grant funding. In September 2000, New Jersey's county-based interagency steering committees began updating the transportation gaps and strategies identified in their respective Community Transportation Plans. By August 2001, all 21 counties were participating in the update process and had submitted updates, at least in draft form, to the state. The Community Transportation Plans and updates for counties in the DVRPC region, Burlington, Camden, Gloucester, and Mercer, are discussed in detail below with actions through 2003.

Burlington County Community Transportation Plan. Burlington County completed its plan in September 1998. The plan included a profile and inventory of existing transportation services and facilities, identification of service and facility gaps, and a plan for the coordination of existing resources to better meet transportation needs. It also recommended high-priority alternatives and implementation activities, from which the FY 1999 JARC Competitive Grant proposals were submitted. The recommendations included transportation service improvements; transit pass and voucher programs; vanpools and carpools; and other alternatives such as information and marketing, inter-county coordination, and transportation hubs. The transportation service improvements included: shuttles from Mount Holly to Pemberton and Willingboro, employer

shuttle development, and modification to NJ TRANSIT routes 317 and 413, which would link the greatest concentrations of Work First New Jersey participants and transit dependent populations within Burlington County with targeted destinations for employment. Transit pass and voucher program recommendations included the promotion of transit passes instead of transportation-related expense reimbursements as a means of making transportation more affordable for both riders and the agencies providing the transportation service plan.

Recommendations included the implementation of vanpools and carpools as an alternative in areas where the concentration of riders would make transit alternatives feasible, which would focus on both common destinations and origins. Other high-priority alternatives included an emphasis on information and marketing, intercounty coordination and the development of transportation hubs.

Burlington County submitted a JARC grant application in Fiscal Year 1999 for the first phase of shuttle service, which connected riders in the Pemberton area to the Mount Holly area (BurLink I). This included service between two enterprise zones. In FY 2000, Burlington County applied for the second phase of shuttle service, which added a connection between Mount Holly and Willingboro and into the Town Center Development along Route 130 (BurLink II). This second phase of funding also added an express route traveling between the Town Center Development (Willingboro), JFK Plaza (Willingboro), and the Burlington County College Pemberton Campus. In FYs 2002 and 2003, Burlington County applied for the expansion of these shuttle services into two new municipalities: Beverly and Edgewater Park. Increased services during peak hours on the Pemberton to Mount Holly route were awarded funding through 2003. In August 2003, New Jersey notified each of the counties that additional FTA JARC funds for access-to-job initiatives were

available. Burlington County received additional funds to continue the operation of the BurLink shuttle and Beverly shuttle.

In July 2001, Burlington County submitted its Community Transportation Plan update. The update evaluates the status of recommended transportation service alternatives and service gaps identified in the original plan, re-prioritizes the original alternatives and gaps, and identifies new transportation gaps and alternatives to fill those gaps. The primary findings of the update were:

- The success of the BurLink shuttle services have reduced the need for NJ TRANSIT Route 317 changes and created a need to plan for connecting the BurLink shuttles with light rail stops.
- Additional light rail/shuttle services will serve transit-dependent populations along the NJ TRANSIT River Line.
- The prioritization of service alternatives remained as originally proposed with new service alternatives to foster development of light rail access for transit-dependent populations.

Camden County Community Transportation Plan. Camden County completed its plan in October 1998. The plan included an inventory and analysis of existing transportation services and resources, and the identification of transportation gaps and service needs. It also included the development of transportation service alternatives and a cost analysis of those alternatives selected. In selecting priority alternatives and implementation activities, the county considered its “wealth” of transit services available in the extensive bus and rail network for determining demand-responsive service alternatives, such as a flexible-route shuttle service. Other priority alternatives included educational initiatives aimed at promoting the use of transit passes and vouchers, TransitChek

and ridesharing programs, and the establishment of an administrative “clearinghouse” for information sharing, marketing, and trip planning.

The transportation service improvements included new fixed-route shuttle services from Lindenwold PATCO station to Stratford, Ashland PATCO station to the Cherry Hill-Voorhees area, Woodcrest PATCO station to the Cherry Hill-Lawnside-Magnolia area, Ferry Avenue PATCO station to the East Camden-Pennsauken and Route 73 and 130 areas, Camden City to Central Camden-Rand Transportation Center and Philadelphia job centers, and NJ TRANSIT Bus Connector with multi-purpose/flexible shuttles to provide links to targeted areas for employment. Recommendations for Transit pass and voucher programs included the promotion of transit passes as an existing and effective program. Ridesharing was selected as an alternative in areas where the concentration of riders would make transit alternatives feasible through a concentration of common destinations and common origins. Other high-priority alternatives included an emphasis on information sharing, marketing, and transportation trip planning.

Camden County submitted a JARC grant application in FYs 1999 and 2000. In FY 1999, Camden County sought funding for multiple shuttle services from the Camden City Empowerment Zone to southern Camden County and Philadelphia employment centers. These included service to the United Parcel Service (UPS) in Philadelphia, central Camden County (Lindenwold, Voorhees, and Gibbsboro), Camden County Lakeland facilities (Blackwood and Gloucester townships), and Burlington County (Moorestown Industrial Park and Medford Care). In FY 2000, the county sought funding to expand service from the Camden City Empowerment Zone to southern Camden County employment centers. These expansions included service to the UPS Facility in Lawnside, southern Camden

County, Camden City high schools, and the Pureland Industrial Park in Gloucester County. Although there was no grant money awarded in 2001, Camden County applied for further JARC funding in FYs 2002 and 2003. Funding was sought for service continuation to the UPS Facility in Lawnside and the Mid-Atlantic and Pureland Industrial Parks. New service was awarded to create a “last mile connector” between the new River Line and nearby employers. This new service will operate seven days a week. Camden County’s access-to-jobs initiatives were consistent with DVRPC’s regional JARC strategy and awarded funding through 2003. In December 2000, Camden County submitted its Community Transportation Plan update. The update provides a detailed list of services funded by the FYs 1999 and 2000 JARC grant programs as well as future county access-to-jobs initiatives. In August 2003, New Jersey notified each of the counties that additional FTA JARC funds for access-to-job initiatives were available. Camden County received additional funds to continue the operation of the Improvement Authority transportation shuttles. In 2004, the Camden County Improvement Authority Transportation office was transferred to the South Jersey Transportation Authority (SJTA). The SJTA now runs the JARC services in Camden County.

Gloucester County Community Transportation Plan. Gloucester County completed its plan in March 1999. It provided an inventory and analysis of existing transportation services and resources; identified transportation gaps, overlaps, and unmet needs; and developed transportation service options. The plan also recommended a series of high-priority actions and projects for addressing the county’s transportation service gaps and needs, from which the FY 1999 JARC Competitive Grant proposals were submitted. The transportation route and service improvements included: improved connections between New Jersey Transit

routes 463 and 455 in Woodbury, New Jersey Transit routes 408 and 455 serving Deptford, and the initiation of a fixed-route service between the Washington Township bus garage and Glassboro. Additional service improvements included service on New Jersey Transit routes 402 and 455 for better access to the Pureland Industrial Complex and the creation of additional park-and-ride lots. Other high-priority alternatives included an emphasis on education, transit pass programs, and marketing to transit-dependent populations. The implementation of ridesharing and vanpools was recommended as an alternative in areas where the concentration of riders would make transit alternatives feasible, which would focus on both common destinations and common origins.

Gloucester County submitted a JARC grant application in FY 1999 to fund transit information centers or “One Stop Career Centers.” Although New Jersey did not have a FY 2001 JARC funding round, Gloucester County applied for JARC funds in FYs 2002 and 2003 to provide a cross-county shuttle from Elk Township through Glassboro and Williamstown to Avondale park-and-ride lots. In addition, service continued to the Pureland Industrial Park, which Camden County initiated. These transit services were consistent with DVRPC’s regional strategy and funded through 2003.

In April 2001, Gloucester County provided NJ TRANSIT with information pertaining to an update of its Community Transportation Plan. The information included detailed status of transportation gaps identified in the original plan that have been addressed, such as access to major county industrial parks and inadequate connections between various NJ TRANSIT routes. Gaps that have not been addressed were also discussed, which included the need for a transit center in the Woodbury area and resumption of ferry service in West Deptford to Philadelphia. Recommended future transportation service objectives

were identified, which included seeking funding to hire a Mobility Manager, continuing to expand transit access to large industrial parks, improving the connection between NJ TRANSIT bus routes, and installing signs and shelters at bus stops throughout the county.

Gloucester County Demonstration Project. Gloucester County was ahead of most when it came to developing solutions to welfare-to-work transportation barriers. A year before New Jersey formally launched the County Transportation Coordination Planning Process, Gloucester County established a broad-based Transportation Committee that included key state (NJDOT, NJ TRANSIT, NJDHS) and county (Family Development, Board of Social Services, Planning Department, Special Transportation) agencies as well as representatives of several local elected officials. While many people were involved in this effort, it is noteworthy that the primary champion of the Transportation Committee was the Gloucester County Family Development Coordinator, as opposed to a representative of the transportation community.

The committee’s first success was to restructure an existing bus route (NJ TRANSIT 455) to better serve low-income residents of Paulsboro and the Borough of National Park. Gloucester County was also an early participant in the NJ TRANSIT “WorkPass Program,” allowing its Board of Social Services to purchase monthly bus passes for its clients. This measure saved Gloucester County \$10,000 in its first month by replacing \$6-a-day transportation stipends with more efficient monthly passes that offered a higher level of transportation services at a lower total cost.

The most ambitious of Gloucester County’s access-to-jobs projects is the development of a feeder service using its existing paratransit vehicles for WFNJ participants who need transportation to

work, training, or job search-related activities. The basic design of the program is to use the Gloucester County Special Transportation Department's 28-vehicle fleet to transport persons on public assistance from their homes to NJ TRANSIT bus stops. From there participants transfer to NJ TRANSIT buses (using their county-provided "WorkPasses") and continue on to their job destinations. Coordinating the transportation needs of different "special needs populations" such as health care, elderly, and public assistance recipients is a critical aspect of developing sustainable transportation services. The Gloucester County demonstration program is funded through a grant from NJ TRANSIT. While early ridership numbers were below expectations, the creation of the feeder has virtually eliminated transportation as a real or perceived barrier to work.

Mercer County Community

Transportation Plan. Mercer County's plan was completed in September 1998. The plan included a profile and inventory of existing transportation services and facilities, and the identification of transportation needs and service gaps. The plan included transportation service alternatives and options. It recommended high-priority alternatives and implementation activities, from which the FY 1999 JARC Competitive Grant proposals were submitted. The recommendations included transportation service improvements, employer shuttles, vanpools and carpools, and other alternatives such as information and marketing.

The transportation service improvements included: a NJ TRANSIT route serving East Windsor/Hightstown to Foxmoor, modifications to NJ TRANSIT routes 600, 605, and 606; and an employer/feeder shuttle service for Princeton to Plainsboro along Route 1, Hightstown/East Windsor/Cranbury and Trenton to Bucks County, Pennsylvania (linking the greatest concentrations of Work First New Jersey participants in the county with likely

destinations for employment). The implementation of vanpools and carpools was recommended as an alternative in areas where the concentration of riders would make transit alternatives feasible, which would focus on both common destinations and common origins. Other high-priority alternatives included an emphasis on providing information and marketing alternative transportation services to transit-dependent populations.

Mercer County submitted a JARC grant application in FY 1999 and FY 2000. The application sought funding for a new transit route from Trenton to East Windsor/Hightstown along the Route 130 corridor and transit service during the late night shift between Lawrence and West Windsor along Route 1. Although New Jersey did not have a funding round in FY 2001, Mercer County applied for additional JARC funding in FYs 2002 and 2003 for the continuation of these transit routes along Route 130 and Route 1, particularly during the late night shift hours. These routes were consistent with DVRPC's regional strategies and awarded funding through 2003.

In March 2001, Mercer County submitted an update to its Community Transportation Plan. The update provided status on gaps identified in the original plan, which included gaps that have been addressed, have not been addressed and are no longer relevant, and a reprioritization of recommendations and strategies to address existing gaps. Gaps that have been addressed are the Route 130 and Route 1 transit services funded by the FTA's JARC grants, which were discussed above. Gaps that have not been addressed are demand-responsive transit service and transit to childcare facilities. No gaps were determined to be irrelevant. Based on this evaluation, the county's priorities remain to develop demand-responsive transit service and increasing transit access at childcare facilities.

Regional Coordination Efforts.

Two summits have been held in New Jersey: a kickoff event in July 1997 and a midterm assessment in January 1998. According to event organizers, a survey distributed at the January event revealed the absence of regional coordination to be the chief concern of participants. As the name suggests, the County Transportation Coordination Planning Process functions primarily at the county level. While one of the strengths of this design is its ability to generate coordination between different groups and agencies, (e.g., transportation, welfare, employers), there is no formal mechanism to encourage exchanges beyond county boundaries. This may not create a problem for welfare and social services planning because these services are delivered at the county level. However, it presents more of a challenge for transportation planning that is better suited to regional discussions. In order to encourage regional coordination, on June 16, 1998, DVRPC collaborated with NJDOT to hold a regional mini-summit for the Burlington, Camden, Gloucester, and Mercer county steering committees in conjunction with the bistate access-to-jobs conference.

WFNJ Transportation Block Grant Program.

NJDHS developed this program to divert all cost savings resulting from participating in the WorkPass Program to the respective WFNJ county agencies. The purpose of the program is to fund transportation alternatives that meet needs that cannot be met through the issuance of a monthly transit pass. The program has provided funds to WFNJ county agencies for projects identified in the Community Transportation Plans. There was approximately \$6 million available in FY 2000 and examples of potential projects include operation of fixed and flexible transit routes, auto-ownership and driver licensing programs, and the development of transportation brokerage systems. Demonstration projects in Gloucester and Monmouth

Counties were funded through this program⁹.

New Jersey Transportation Innovation Fund.

New Jersey's Transportation Innovation Fund (TIF) provides competitive grants to public and nonprofit organizations for new or expanded transportation services. Projects that receive TIF grants must either be included in a county's Community Transportation Plan or have the support of the county's interagency transportation steering committee. In FY 1999, 13 organizations were awarded TIF grants, contingent upon the project's receiving FTA JARC grant funding. In FY 2000, NJ allocated \$2 million to the TIF, which matched the \$2 million earmark in JARC grant funds received from FTA through 2003.

WorkPass and "Get a Job. Get a Ride!" and Extended Workpass Programs.

NJ TRANSIT created a WorkPass Program to help WFNJ participants overcome barriers to using transit. In addition to offering transit training for county welfare agency staff, the WorkPass program provides monthly bus, rail, or light rail passes to WFNJ participants for job search, training, and other kinds of travel. The WorkPass Program is based on NJ TRANSIT's BusinessPass bulk sales program for employers. While this represents an improvement over daily travel allowances, consideration of modifying the program to include a TransitChek option will allow WFNJ participants to travel on all three regional transit systems. TransitCheks are transportation vouchers that can be redeemed for SEPTA, NJ TRANSIT, or PATCO tokens, passes, and tickets as well as for rides from participating vanpools and other transit providers.

NJ TRANSIT also initiated the "Get a Job. Get a Ride!" Program which provides one month of free travel on any NJ TRANSIT service to any WFNJ participant leaving WFNJ. This New Jersey initiative recognizes the importance of the affordability issues and the need for

continued support services for persons making the welfare-to-work transition.

Extended transportation benefits beyond the current allotment provided under the WorkPass and “Get a Job. Get a Ride” has now been implemented. All counties can buy monthly passes and one-way tickets in bulk from NJ TRANSIT. In addition, the WorkPass Program has been extended for the newly employed. Under the Extended WorkPass Program, county welfare offices can provide six monthly checks to former clients. The checks are payable to NJ TRANSIT and in the amount of the cost of the monthly pass that individual requires.

Pennsylvania’s Access-to-Jobs Initiatives

There is no Pennsylvania equivalent to the New Jersey County Transportation Coordination Planning Process. In contrast to New Jersey’s state-initiated framework, access-to-jobs activities in southeastern Pennsylvania are driven primarily by SEPTA, the counties, and individual Transportation Management Associations (TMAs). In addition to providing a majority of the required matching funds for JARC routes, the Pennsylvania Department of Public Welfare (DPW) has also collaborated with a number of organizations on several transportation initiatives. These initiatives, including those by SEPTA, counties, TMAs, and DPW, are discussed below.

Department of Public Welfare Initiatives. In September 1998, the Pennsylvania Departments of Public Welfare (DPW) and Transportation (PennDOT) announced a competitive, Welfare-to-Work Transportation Demonstration Program, with a total of \$1.2 million for up to 10 grants. The purpose of the new program was “to foster local partnerships to demonstrate creative/effective methods of ensuring transportation services for TANF

recipients as they enter the work force and sustain employment.”¹⁰

The intent of this new program appeared to complement the existing federal program sponsored by the Department of Labor and a program sponsored by the Federal Transit Administration. However, further coordination with the Pennsylvania Department of Transportation revealed that the program’s enabling legislation categorically excluded projects serving welfare populations in Philadelphia and Pittsburgh.

Under the FTA’s JARC program, initiated in 1999, funding was expanded to include Philadelphia and Pittsburgh. The Department of Welfare (DPW) has provided all of the matching funds for JARC projects in Pennsylvania. Because of the targeted population for JARC services-welfare recipients, this guaranteed match has played a critical role in securing FTA JARC funds. The Department of Public Welfare continued to provide JARC matching funds through FY 2003.

SEPTA’s “Reverse Commute” and “Off-Peak” Service Initiatives.

In response to shifting employment patterns and ongoing job decentralization, SEPTA has been working to find new ways to serve the emerging employment centers throughout the region. In 1998, 21 percent of SEPTA routes were prevailing reverse-commute routes. This total includes 28 bus routes and the Route 100 Norristown High Speed Line that collectively served 25,000 riders. Together these trips amounted to about 4 percent of overall system ridership. In addition to implementing “reverse commute” initiatives, SEPTA has also implemented several “off-peak” service initiatives, which provide employment access during nontraditional work hours (such as early morning or late night).

Since many jobs that people of lower-income groups, including TANF participants, are qualified for require

employees to work nontraditional hours, these “off-peak” service initiatives are critical to improving their access to employment. Following are some examples of “reverse commute” and “off-peak” services implemented by or in coordination with SEPTA.

SEPTA initiated a number of new services to accommodate trips to suburban employment centers. In 1987, SEPTA launched the “200 Series” bus routes, which function as extensions of the regional rail system. Route 206, for example, meets designated R5 trains from Philadelphia at the Paoli regional rail station and follows a 20-minute route to serve employment destinations in and around the Great Valley Corporate Center. In the event of a train delay, Route 206 buses wait at the station until the connecting train arrives. Route 206 also connects at Paoli Station with R5 trains from Downingtown, with Route 92 buses from King of Prussia and West Chester, with Route 118 buses from Chester, Media, Newton Square and King of Prussia, and with Route 105 buses from the 69th Street Terminal in Upper Darby.

Operating funding for the 200 Series is a partnership approach with the private sector assuming the subsidy obligation for the route’s operating deficit. Between 1987 and 1992, SEPTA implemented six routes of which two -- the Route 206 and the Route 201 (which connects the Fort Washington Office Center in Montgomery County and the R5) -- proved to be financially viable. Revenues exceed operating costs for both of these routes, allowing them to function without additional private or public sector subsidy. More recently, SEPTA has been able to utilize JARC funds to expand 200 Series service. For example, SEPTA used FY 2000 JARC funds to enhance evening service on Bus Route 201, which includes additional evening trips that help serve patrons during nontraditional work hours.

In partnership with Montgomery County and the Partnership TMA, SEPTA started

a new service called the Horsham Breeze in November 1996. The Breeze is a shuttle service using 20-person capacity, fully accessible mini-buses that travel along an 11-mile loop between the Willow Grove Park Mall and employers in Horsham. A second route, serving additional employers, called the Commonwealth Breeze was added in 1997. Both services link up with three SEPTA bus routes (22, 55, and 98) that connect to the Broad Street Subway at Olney, and the Horsham Breeze links up with the R2 regional rail line, which provides connections to and from Center City Philadelphia and several SEPTA bus routes.

The Breeze started with 150 riders a day. Several months after service began, Prudential and UPS negotiated with SEPTA to make additional contributions to expand operating hours to serve their nonfirst shift employees better. Ridership has rapidly grown to more than 1,000 daily trips and the service often operates at capacity during peak hours. A SEPTA survey of Breeze riders shows that 81 percent use a weekly or monthly pass, which allows them to ride without paying a separate fare. The Breeze has been able to reduce operating costs by using smaller vehicles and by running out of SEPTA’s lower operating cost Trenton-Philadelphia Coach division.

In addition to the 200 Series and Horsham and Commonwealth Breeze Services, SEPTA, over the past three years, has utilized JARC funds to expand or begin new “reverse commute” and “off-peak” services that improve employment access for lower-income groups and TANF participants. For example, SEPTA utilized JARC funds to expand Bus Route 37 service and to implement and expand service on Bus Route 305, which provides access to Philadelphia International Airport. SEPTA also utilized JARC funds to enhance early morning rail service on the R1 regional rail Line, which improves access from North Philadelphia to the Philadelphia International Airport. Details

regarding these and other JARC-funded services that SEPTA has enhanced, expanded, or begun are provided in [Appendix A](#).

SEPTA CUSTOMER INFORMATION AND OUTREACH. SEPTA facilitates an information program that focuses on how to use the system including route, service, and fare information. The transit authority has run several transit training sessions reaching approximately 150 caseworkers and job-placement professionals. One of these seminars was held in conjunction with DVRPC. Eight neighborhood-specific, as well as multilingual, “How to Ride Guides” for reverse commuting have been published and distributed through negotiations and partnership with the Department of Public Welfare (DPW) for a variety of human services and job placement outlets.

Affordability Initiatives

Compass and TransitChek Programs. In addition to investing capital and operating dollars in new or enhanced services, SEPTA actively participates in two discount programs to address affordability barriers. SEPTA’s commuter pass or “Compass” program is an employer-based program that provides a 5 percent discount off the cost of a monthly TransPass or TrailPass. New employers participating in the “Compass” program are required to match SEPTA’s discount at an additional 5 percent. Discounts beyond that level are optional with employees eligible for up to \$65 a month in tax-free benefits, which increased to \$100 a month on January 1, 2002. Transit passes are distributed at the place of employment.

DVRPC administers the region’s TransitChek program. TransitCheks are transportation vouchers that can be redeemed for SEPTA tokens, passes, and tickets as well as for rides from participating vanpools and other transit providers including PATCO,

NJ TRANSIT, and AMTRAK. Employees obtain vouchers from their employers on a monthly or quarterly basis in denominations of \$15, \$30, \$35, and \$65. In January 2002, denominations of \$20 and \$60 became available in addition to the existing denominations. Transportation vouchers act as a nontaxable employee benefit, which is currently a maximum of \$1,200 per person per year. In addition, the amount an employer spends on TransitCheks is tax-deductible and exempt from FICA, Workers Compensation/ Disability Insurance, pension, payroll, or unemployment taxes. More than 500 employers across the Delaware Valley currently participate in the TransitChek program.

In 1998, federal legislation broadened TransitChek eligibility by creating a pretax salary reduction option for TransitChek purchases. This meant that employees of participating companies became able to use pretax dollars to purchase TransitCheks. Because dollars used to buy TransitCheks are exempt from federal taxes, typical tax savings were and continue to be substantial, equaling approximately 40 percent of the value of the salary used to purchase them (where the savings is comprised of foregone federal and Delaware state income taxes plus employee-paid FICA). The maximum tax-free transit benefit remains the same, which is currently \$100 a month or \$1,200 a year, regardless of whether employee dollars, employer dollars, or a combination of the two are used to buy TransitCheks. This change, which was enacted on June 9, 1998 and retroactive to January 1, 1998, created new opportunities to reduce the cost barriers of taking transit for many new workers, including those who are also new taxpayers. For more information about the TransitChek program, visit DVRPC’s TransitChek web page at <http://www.dvrpc.org/transportation/transitchek.htm>.

DPW-SEPTA Transit Pass Partnership Program. SEPTA worked with the Pennsylvania Department of Public Welfare to develop a transit pass program for TANF recipients engaged in pre-employment training and job search activities. Planning and negotiations for this program began in April 1997. The pilot program began in September 1997, in five Philadelphia County Assistance Offices (PCAOs) and up to 2,000 passes were issued monthly. With the success of the program, the pilot was expanded to all 19 PCAOs in September 1998. In 1999, monthly passes issued exceeded 6,000 per month and the program was expanded to Delaware County. Throughout the development of the pilot program and its expansion, SEPTA provided “Train the Trainer” training for PCAO staff involved in the program.

Delaware County Collaborative.

Although there is no formal state-driven coordination process in place, a collaboration of partners that resembles (and in some ways goes beyond) the New Jersey model was created in Delaware County. The Delaware County Assistance Office has provided the leadership for the effort along with strong support from the Delaware County Transportation Management Association (TMA), the Delaware County Housing Authority, and other stakeholder groups. Unlike the New Jersey transportation-specific process, the Delaware County collaborative is addressing more than just transportation issues. General meetings are held on an as-needed basis with most of the work occurring in smaller subcommittees. Current subcommittees include Transportation, Business, Community, Child Care, and Public Relations. One of the first projects to emerge from this process was a transportation demonstration project called the Quick Silver Express providing service from the City of Chester to employers in western Delaware County on routes 1 and 352. Launched in February 1998 by the Delaware County TMA, this tailored subscription service meets the morning,

afternoon, and late night shifts of area employers. The service began with the financial support of two major employers, Brinton Manor and the Sleighton School, which operated around the clock and were not accessible by existing SEPTA bus, trolley, or rail service. By working cooperatively with the TMAs, employers’ transportation needs are reliably met and at lower cost than they could achieve individually. This demonstration project is now a permanent service and has evolved and grown since its inception. There are currently four shuttles (Quick Silver 1, 2, 3, and 4) that serve various employers.

City to Suburbs Commuting Project.

In December 1996, the United Way of Southeastern Pennsylvania issued a request for proposals for a one-time, \$300,000 grant to help welfare recipients residing in Philadelphia to obtain jobs and commute to suburban employment centers. Eligible uses of funds included job placement, transportation, and job retention support services. More than 100 organizations attended an Applicants Forum held in January 1997, demonstrating strong community interest. Organizations with expertise in a single area of welfare-to-work (e.g., placement) were encouraged to jointly apply with other kinds of groups (e.g., transportation). Eight proposals were submitted to the United Way and reviewed by a volunteer committee. DVRPC served on this review committee and provided technical support to the United Way throughout the application process.

In June 1997, the United Way’s Board of Directors officially awarded the grant to the Greater Philadelphia Urban Affairs Coalition (GPUAC) for its City to Suburbs Commuting Project. The specific goals of the one-year project were to place and transport a minimum of 145 welfare recipients to suburban jobs, provide support services to ensure that at least 102 of the 145 placements were still working after 90 days, and raise funds to continue

the project after the end of the demonstration period.

SEPTA is the primary mode of transportation and some of the funding was used to provide transit subsidies for the first three months (50 percent for the first month, 50 percent for the second month, and 25 percent in the third month). The project utilized private van service in cases where public transportation cannot get clients to work on time, takes longer than one hour, or when public safety issues arise for clients working second or third shifts. GPUAC purchased and operated three 15-passenger vans as part of the project.

The majority of GPUAC's placements were made with employers in eastern Montgomery County with special focus on the Route 309 corridor. The City to Suburbs Commuting Project was profiled in several newspapers and public affairs television programs and widely considered a successful nonprofit run transportation service. GPUAC established partnerships with the City of Philadelphia and other organizations in order to continue operations beyond the August 31, 1998 conclusion of the United Way grant. The outcome, however, was very positive, exceeding the project's initial goals. A total of 215 welfare recipients were placed in suburban jobs, with an average hourly wage of \$7.04 an hour. Despite their success during the demonstration period, no ongoing dedicated funding for transportation services for TANF clients was secured. As a result, the City to Suburbs Commuting Project was diversified to serve other populations, including refugees and the homeless.

Greater Philadelphia Works Transportation Initiatives.

Greater Philadelphia Works (GPW) was Philadelphia's two-year, \$54 million effort to place 15,000 TANF recipients in jobs. In addition to intensive job placement and support services, GPW included a transitional work program, childcare and

wage subsidies, transportation assistance, and services for the homeless and persons with substance abuse problems. GPW's \$1.2 million transportation component was designed to improve job access, support job retention, and promote job development. It featured the following components:

Expanded Public Transit to Improve Job Access. The City of Philadelphia and SEPTA worked together to bring about significant improvements to transit service in major employment centers. Changes implemented in 1998 include new express buses and improved service to businesses in and around the Philadelphia International Airport and a 25 percent increase in service to King of Prussia. More than \$1.3 million in access-to-jobs projects for Philadelphia residents were proposed for Federal Transit Administration funding in FY 1999.

Transitional Transit Subsidies: SEPTA Pass Program. Although TANF recipients are eligible for transportation allowances from the Department of Public Welfare during job search or training, clients are on their own once they get a job. In order to promote job retention and economic self-sufficiency, GPW provided four weeks of SEPTA city TransPasses or suburban TrailPasses spread out over two months to GPW customers who got a job and were working at least 20 hours a week. This transitional transit subsidy helped new workers adjust to the workforce and to learn to manage their budgets.

Emergency Ride Home. For many single parents, the biggest obstacle to accepting a job outside of their neighborhood or to be dependent on public transit, is the fear of being unable to respond to an emergency, especially one involving a sick or injured child. GPW addressed this fear with an "emergency ride home" program that gives workers a swift ride home in the event of a medical or family crisis.

Transit Information Centers. Each of seven GPW Regional Service Centers was established and equipped with a Transit Information Center to provide transit resources to assist with job search and job placement activities. In addition to SEPTA timetables and system maps, each center featured customized maps that show suburban transit routes and the location of major suburban industrial parks and other major employment centers.

Transportation/Jobs Roundtables.

The goal of these monthly roundtables was to bring GPW job developers and transportation experts together to identify transit-accessible entry-level jobs and help improve job access. This process created an opportunity to work with SEPTA on route and schedule modifications. DVRPC coordinated this process, under contract to GPW and included SEPTA and the suburban TMAs.

Transportation Management Association (TMAs) Initiatives

As previously discussed, access-to-jobs and reverse commute planning in Pennsylvania is primarily done by the individual counties and the TMAs. Each county is served by a TMA or county equivalent. The key players in the JARC program for this region have been: Bucks County TMA, Greater Valley Forge TMA, Delaware County TMA, the Partnership TMA, TMA of Chester County, and various smaller nonprofits such as Impact Services Corporation and GPUAC (see [Appendix A](#)). These agencies work to fill the transit gaps that are a problem in the outlying suburban and rural areas of the county. Their efforts are coordinated with local, county, and state-level governments as well as DVRPC.

Bucks County TMA (BCTMA)

The Bucks County Transportation Management Association (BCTMA) provides transit within and around the Lower Bucks County area. BCTMA

operates three JARC-funded routes: Doylestown DART, the Street Road RUSH, and the Warminster RUSH. The Doylestown DART connects the R5 Doylestown train station to the Heritage Center to the North and Grundy Hall to the south via Route 611 and Route 202. Other stops along this route include shopping centers, Delaware Valley College, and senior citizen centers. The Doylestown Dart provide morning and evening peak hour trips and runs six-days a week. The Warminster RUSH provides shuttle service between the R2Warminster train station and business along Jacksonville Road and Almshouse Road in Warminster, Northampton, Ivyland, and Southampton. Stops along this route include shopping centers, the Warminster Industrial park and the North American Technology Center. This service runs five-days a week. The Street Road RUSH provides service between the R3 Trevoze Station to points along Street Road in Bensalem, Lower Southampton, and Upper Southampton. Stops include the Southampton Estates, CHI Institute, and the Southampton Industrial Park.

Greater Valley Forge TMA (GVFTMA)

The Greater Valley Forge Transportation Management Association (GVFTMA) provides transportation to portions of Montgomery County as well as promoting smart growth principles to improve the quality of life in this part of the region. GVFTMA provides one JARC-funded route; the Suburban Link. This service has been expanded since 1999 and now covers the area from King of Prussia to Collegeville, via Phoenixville. Service connects with SEPTA through the Route 100 Light Rail and Bus Route 95,124,124 at the Gulph Mills Station, the King of Prussia Transportation Center through SEPTA Routes 99,118,123,124,125, and 133, Phoenixville through Bus Route 99, and Collegeville through Bus Route 93. The Suburban Link provides peak hour service in the morning and evenings, five-days a week.

Delaware County TMA (DCTMA)

The Delaware County TMA (DCTMA) provides transportation services throughout Delaware County as well as promotes job retention for low-income persons. DCTMA has three JARC-funded routes: the QuickSilver I, II, and IV. QuickSilver III is not a JARC funded route, and will cease operation in August 2004 due to the lack of funds. The QuickSilver I provides service to Fair Acres and Brinton Manor for those employees from Chester City. The QuickSilver II provides service to Fair Acres for employees from Darby, Sharon Hill, Upper Darby, Lansdowne, and Media. The QuickSilver IV provides service to the UPS Center at Philadelphia International Airport for employees from Chester City.

The Partnership TMA (PTMA)

The Partnership TMA provides various transportation services, as well as employee assistance to various businesses and individuals in eastern Montgomery County. PTMA currently runs two services: The Lansdale HOP and the Ambler HOP. After cuts in service due to low ridership and a reduction in partner participation, the Lansdale HOP provides vanpool service from the Lansdale train station to St. Mary's Manor, making 10-trips Monday through Friday. The Ambler HOP, which began in June 2004, provides service from the Ambler train station to the Abramson Center in Horsham, Monday through Friday. The North Wales HOP was discontinued in August 2004 due to low ridership. PTMA also runs municipal "Community Coaster" that serves the municipalities of Lower Salford, Franconia, Telford, and Souderton. This service runs during peak hours and provides service to area shopping centers and transit stops.

TMA of Chester County (TMACC)

The Transportation Management Association of Chester County (TMACC) provides transportation and work-related services to business and individuals in southern Chester County. TMACC runs

three different JARC-funded routes: The *SCCOOT* and *PHLYER* Bus Services and the Coatesville Link. The *SCCOOT* Bus provides transit service between Oxford and West Chester, via Route 1 and Route 52. Stops along this route include several large employment and educational institutions such as Lincoln University and West Chester University, various shopping centers, and medical centers. The Coatesville Link was recently expanded to improve job access in western Chester County. Original service provided transit from the City of Coatesville to Parkesburg, as well as other areas of Philadelphia via the Krapf Coaches "A" Bus. The new extension now provides service to the new Wal-Mart Center. The Coatesville link operates six-days a week and provides service during early morning, peak, and evening hours.

Impact Services Corporation

Impact Services Corporation is listed under the TMA section due to the fact it is a subrecipient of JARC funds, however, Impact is a nonprofit agency. As such, Impact has one JARC-funded route; Get Me to the Job on Time (JOT). JOT provides service from North Philadelphia to employers in Lower Bucks County and Eastern Montgomery Counties. Employers participating in this service include Lockheed Martin, BFI, and Holy Redeemer Hospital. Service is provided five-days a week during morning and evening peak hours.

Greater Philadelphia Urban Affairs Coalition (GPUAC)

GPUAC provides JARC-funded services in Western Montgomery County along Routes 309 and 3 serving Moyer Packing and Sharp. This service provides one trip a day and run only on Thursday and Friday. Within Bucks County, GPUAC provides service along Route 1 serving Toll Brothers, Pencroft and Accu-Weld. Both Impact Services and GPUAC provide service to these employers due to the capacity of the vans. ▲



Improving Access to Opportunities in the Delaware Valley Region



Chapter 4

Regional Access-to-Jobs Strategy

The Delaware Valley region's adopted 1999 Regional Job Access and Reverse Commute (JARC) Transportation Plan presented a strategy developed by DVRPC in coordination with various transportation, workforce, and human service organizations in Pennsylvania and New Jersey. The overriding goal of this strategy was to eliminate transportation barriers that make it difficult for welfare recipients and other transit-dependent individuals to find and maintain employment. Over the past five years (1999-2003), this strategy has served as a guide to develop and select JARC-funded projects for the Delaware Valley region.

The goal of this section is to evaluate and revise the 1999 access-to-jobs strategy. The revised strategy will serve as a guide to develop and select JARC funded projects, along with other access-to-jobs initiatives, over the next three to five years (assuming reauthorization of the JARC program). To accomplish this, DVRPC reviewed FYs 1999-2003 JARC projects, the 1999 access-to-jobs strategy, and access-to-jobs initiatives that have occurred over the past five years (which are discussed in detail in the Access-to-Jobs Initiatives section of this report).

JARC Project Summary

Over the past five years FYs (1999-2003), 150 projects in the Delaware Valley region received funding through the FTA's JARC program (more than half have been funded for two or more years).

Appendix A summarizes the funded projects. Most of the JARC projects in the Delaware Valley region involve implementing new transit service or improving existing service by increasing service frequency, providing "off-peak" service, and/or providing "reverse commute" service. [Map 6](#) shows the service areas for these projects.

Data Collection and Measuring Success.

Since 1999, the U.S. Department of Transportation (USDOT) has awarded more than \$355 million dollars for Job Access and Reverse Commute grants to help low-income people get to employment and employment-related services. While the program met its goal of encouraging collaboration between transportation and human service related agencies, it had not completed a required TEA-21 evaluation at the federal level. Initially, the USDOT was to measure how many employment sites were served by these new services, however, based on the various types of services in operation, this would fall short of a true reflection of the importance of the JARC program. In addition, regional agencies and their JARC constituents were also required to evaluate how the programs in their regions were performing with guidelines from the Department of Public Welfare (DPW) to provide for fair comparison.

In February 2003, the Community Transportation Association of America (CTAA) solicited the help of a consultant firm, MultiSystems, to examine current Job Access and Reverse Commute Program Evaluation Efforts at the federal, regional, and local levels. As previously stated, the JARC program was established to: 1) address the unique transportation challenges faced by welfare recipients and low-income persons seeking to get and retain jobs; 2) increase collaboration in the design and delivery of JARC services, and 3) foster the sustainability of JARC services. While the funding cycle was nearing completion, the FTA held two separate program evaluations to measure the success of the first two points mentioned above. The first was a program evaluation performed by Kensington, Inc. in 2001 and the second was a series of case studies conducted by University of Illinois at Chicago in 2002.

The Kensington evaluation evaluated four measures of program success:

Program Outcome: Employment Site Accessibility. This determines the number of new employment sites that are now accessible by the additional JARC services.

Program Outcome: Additional Resource Leveraging. This determines if JARC recipients are finding other nontransportation resources to supplement the JARC funding in order to keep these services running.

Program Outcome: JARC Service Integration. This determines if the supplemental JARC services are successful in connecting with existing transit service.

Program Outcome: Creating Partnerships. Are JARC service providers creating partnerships with local, county, and regional entities to continue these services and address welfare-to-work issues in the region?

Initial findings concluded that there were a few shortcomings with the JARC program. They included accountability, data collection procedures, data applicability, and reporting systems used for different types (transit agencies versus nonprofit transit providers) of JARC recipients. In addition, there were concerns about the lack of communication regarding JARC requirements, training, and technical assistance as well as the lack of feedback from the USDOT. However, within the survey, many respondents offered suggestions for improving data collection and the reporting process. They included simplifying the data collection requirements by collecting fewer data elements, collecting data from existing sources, modifying the reporting schedule, and ensuring analysis and feedback. Because of this survey, the CTAA will develop strategies for the reworking of the JARC evaluation process, should the program be retained in TEA-3. The new

reporting process will include the various needs of the affected stakeholders.

Understanding that the evaluation of these programs is key to their success, DVRPC has contacted JARC recipients throughout the five-year cycle to elicit information regarding the status of their funded projects. While some projects had not begun, many had and applicants were able to provide some basic ridership information for their respective projects. The purpose of this information was to begin evaluating the performance of these routes based solely on total cost and ridership. After obtaining this information, DVRPC attempted to conduct a performance evaluation, but found that completing a useful evaluation was not feasible due to the following:

Unavailable Data – For some projects, there was no collection or evaluation of ridership.

Inconsistent or Unreliable Data – While some applicants provided specific ridership numbers, such as total daily ridership, many applicants did not. In some cases, ridership data was collected infrequently, randomly, or did not involve appropriate techniques.

Unspecific Data – Several projects included extensions and/or enhancements to existing transit services. In order to evaluate the performance of the JARC service, disaggregated ridership data, such as ridership along the extended portion of the route, is required. None of the transit providers was able to collect this type of detailed data, because their ridership counting does not use this approach. (SEPTA later developed a ridership data collecting procedure to perform their own performance measuring).

Based on this initial attempt, it was clear, as well as desirable, that a standardized data collection and performance evaluation must be included as part of the next JARC funding round. While awaiting reauthorization, DVRPC

reconvened the JARC subcommittee and key JARC constituents at the state and county levels in the Delaware Valley region in November 2002, to begin discussing these aspects of the JARC grant program.

As the MPO for the nine-county region, it is DVRPC's role to facilitate the JARC program, provide an area-wide JARC Plan, and recommend to the DVRPC Board applicants and projects that should receive funding. Our region is comprised of urban and rural counties, fixed-route systems, and demand-responsive systems, as well as large countywide JARC initiatives versus small, transportation management association (TMAs)-led initiatives. Due to the diversity of services and large demand over a widespread area, it is difficult to compare some of these projects with one common denominator or with cost per passenger data alone. The program outcome measures mentioned in the MultiSystems report provide a starting point for this region, however, there are other elements of the JARC program that must also be integrated into the evaluation. In the past funding round, the matching funds for the JARC services came from the Pennsylvania Department of Public Welfare and the New Jersey Transportation Innovation Fund. Both these programs focus on low-income persons and those receiving TANF benefits. In order to justify the match requirement, it is also important to measure how the JARC program benefits these persons in terms of getting off assistance and attaining job retention. Other areas that should be included in the program evaluation are:

Program Performance – Has the proposed JARC route met the goals and objectives described by the applicant? Has ridership grown over time?

Customer Benefits – Are there other alternatives to work, increased job retention, or less dependency on welfare?

Cost Benefits – Do the high costs per rider provide an enormous and invaluable benefit to those served?

Societal Benefits – Does the service contribute to reduce traffic congestion, increase public transit ridership, or provide a higher quality of life in the service area or for those using the service?

In addition to these performance measures, each of the existing routes as well as proposed services should be placed into a category: Urban/Rural, Fixed-Route/Demand Responsive, Traditional Transit/ Nontraditional Transit, and Nonprofit Agency/Corporation. This will allow a fair comparison between routes; particularly TMA-run routes versus SEPTA-run routes. It will still be important to ensure consistency between each of the JARC routes and the Areawide JARC Plan's strategies.

Environmental Justice Assessment.

In 2001, DVRPC released the report “. . .and Justice for All” DVRPC's Strategy for Fair Treatment and Meaningful Involvement of All People, in response to the federal mandate. This report was a technical analysis that provided a people and place-based approach that locates people most in need and determines how the regional transportation system can impact these groups. Environmental Justice is mainly concerned with the impacts of disparate funding and disparate services on defined minority and low-income groups as well as assesses the elderly, disabled and carless populations as having special travel needs. Updates of the Environmental Justice plan were completed in 2002 and 2003 that used the 2000 Census information. This report involved a thorough assessment and spatial analysis, which used available U.S. Census data (at the municipal or census tract level), to analyze various indicators of disadvantage. DVRPC's 2002 report update includes eight indicators. They are: poverty, nonhispanic minority, Hispanic elderly, carless, disabled, limited

English proficiency, and female head of household. The number of these factors that apply in a given census tract or municipality are accumulated to represent “Degrees of Disadvantage.” For example, if a census tract was found to be below the poverty threshold, have a high concentration of carless households, and a high concentration of non-Hispanic minority households, then the tract would have three degrees of disadvantage. In addition, an analysis of “Quality of Life Factors” was conducted. These “Quality of Life Factors” include attributes related to the proximity of the region’s transportation network, including arterial highways and transit systems, as well as access to employment centers through JARC services. Locations of employment, health, and childcare services were also mapped. The resulting “Degrees of Disadvantage” and “Quality of Life Factors” were combined to reflect the positive and negative influences of the region’s infrastructure systems and key services.

Map 8 shows census tracts by degrees of disadvantage for the Delaware Valley region. Most of the highly disadvantaged tracts (five to eight degrees of disadvantage) are located in one of the region’s four core cities (Philadelphia, Trenton, Chester, or Camden), while most of the rural and suburban tracts have one to four or zero degrees of disadvantage. This pattern is not surprising considering the high concentration of poverty and minority populations in the core cities compared to rural and suburban areas.

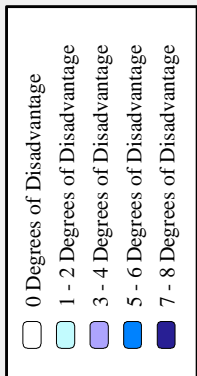
The core cities are not completely bereft of amenities. Map 9 shows the quality-of-life factors for the region. The core cities, especially Philadelphia, have the greatest concentration of highly disadvantaged tracts (five to eight indicators), but are well served by transit services, hospitals and employment opportunities. In general, the rural and suburban areas are not as well served as the core cities. However, it is evident that JARC services play a significant role in providing transit

coverage in rural and suburban areas. For example, consider the southern portion of Chester County on Map 9. There are four employment centers and one hospital along Route 1 and, aside from JARC services, there are no transit services providing access to them. The JARC services provide critical connections from the regional bus and commuter rail system to this area, increasing access for the transit-dependent population, while helping to promote overall transit ridership and reduced traffic on local roads.

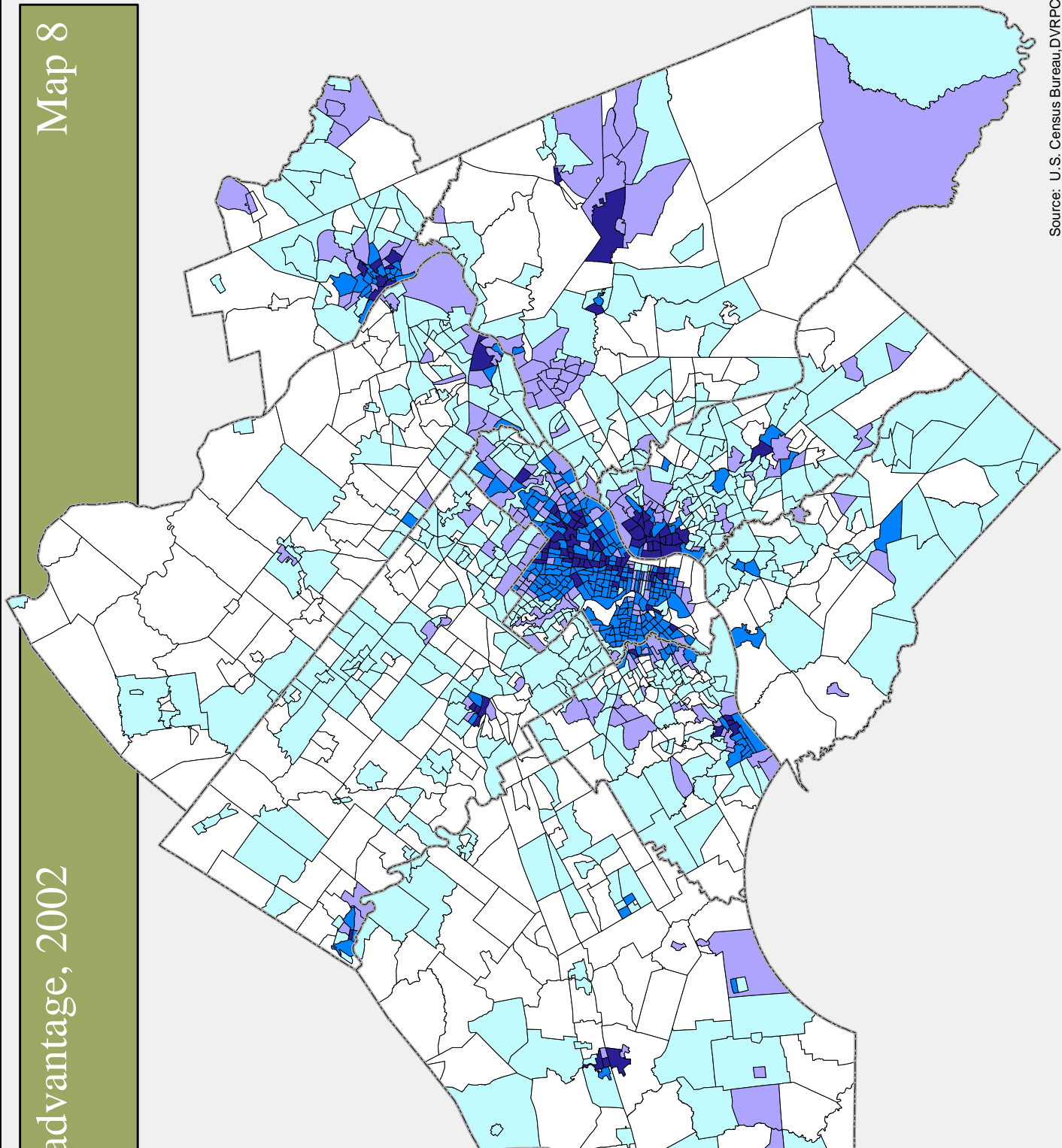
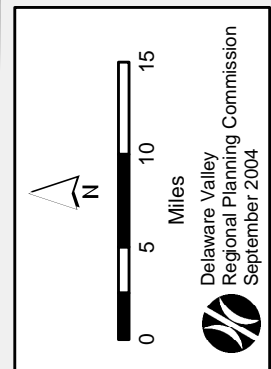
Map 10 combines the “Degrees of Disadvantage” with “Quality of Life Factors.” This map shows that the highly disadvantaged tracts (five to eight indicators) are well served by transit, employment centers, and hospitals. However, a few disadvantaged tracts (one to four indicators) are not well covered. In some cases, such as the highly disadvantaged area in eastern Burlington County, JARC services have enhanced the transit coverage, improving access to employment opportunities and hospitals.

This analysis indicates that JARC services are connecting disadvantaged populations to the regional transit system, employment opportunities, and hospitals, as well as helping to define where future JARC routes should be targeted. This information is critical, as it allows the TMAs, to focus their efforts on new transit service to targeted markets. These critical connections enhance regional transit coverage and improve access to employment opportunities for transit-dependent people, including welfare recipients.

Degrees of Disadvantage, 2002









* Degrees of Disadvantage Include:
Poverty, Non-Hispanic Minority,
Hispanic, Elderly, Carless,
Disabled, Limited English
Proficiency, and Female Head
of Household with Child.




Quality-of-Life Factors, 2002

Map 9

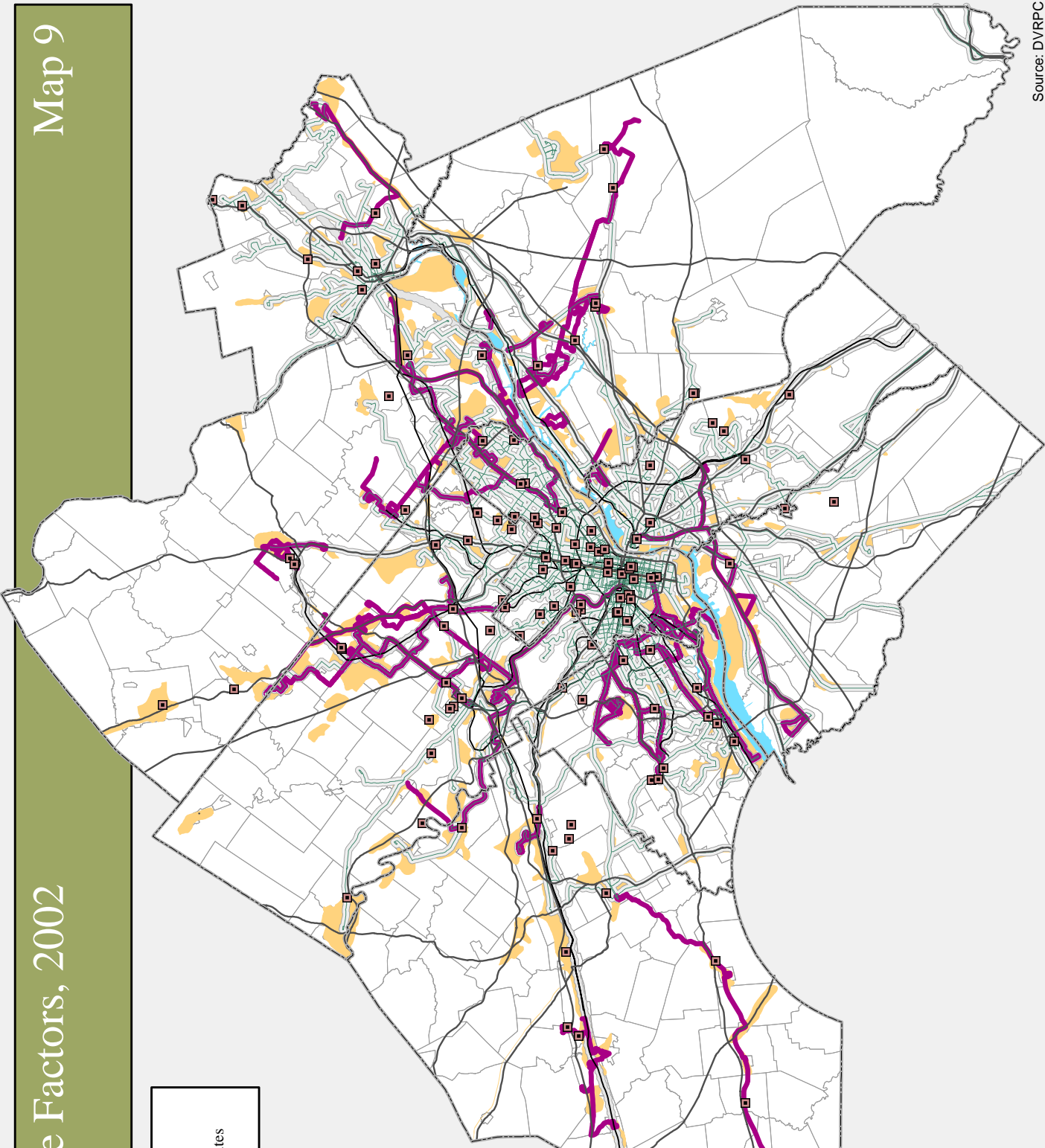
-  Hospital
-  Employment Centers
-  Job Access Reverse Commute Routes
-  Quarter-Mile Transit Route

Miles



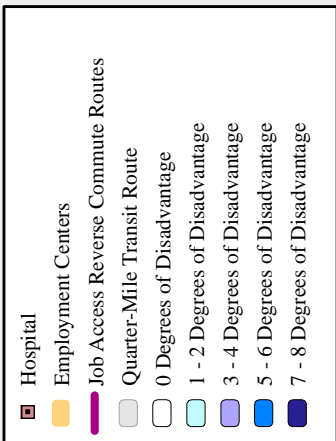
Delaware Valley
Regional Planning Commission
September 2004



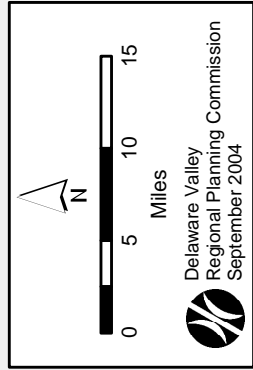
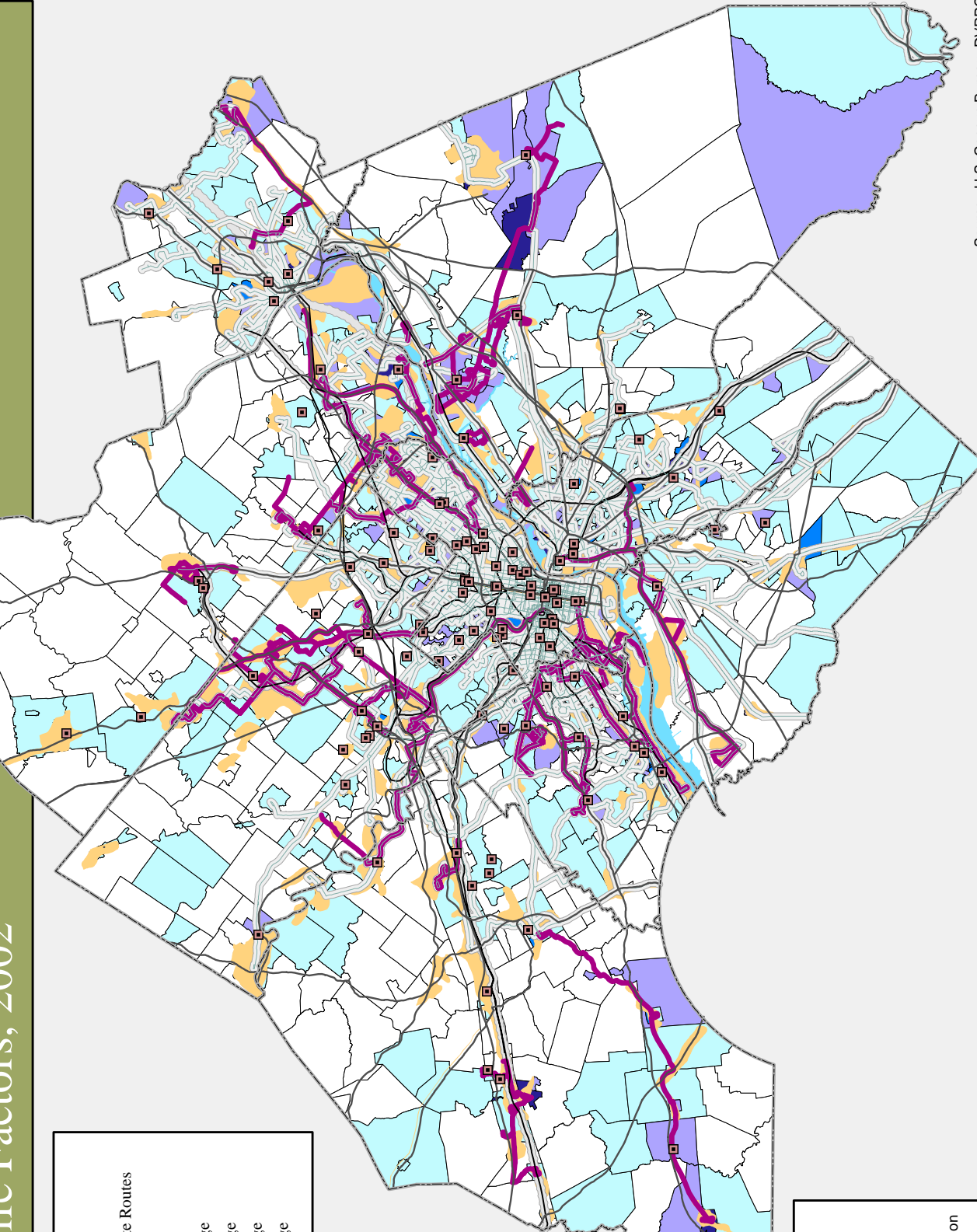
Source: DVRPC.

Degrees of Disadvantage and Quality-of-Life Factors, 2002

Map 10



* Degrees of Disadvantage Include:
 Poverty, Non-Hispanic Minority,
 Hispanic, Elderly, Carless,
 Disabled, Limited English
 Proficiency, and Female Head
 of Household With Child.



Delaware Valley
 Regional Planning Commission
 September 2004

Source: U.S. Census Bureau, DVRPC.

Access-to-Jobs Initiatives and Overview: 1999-2003

Throughout the 1990s, DVRPC and other organizations in the Delaware Valley region undertook several access-to-jobs related initiatives. As discussed in the Access-to-Jobs Initiative section of this report, these initiatives served as the foundation in developing the 1999 access-to-jobs strategy. Most significant, are new or enhanced transit services (which were discussed previously in this section) funded through FTA's JARC Program. The WFNJ Transportation Block Grant Program, NJ Transportation Innovation Fund in New Jersey, and Pennsylvania's Department of Public Welfare in Pennsylvania have played critical roles in the success of these services by providing the matching funds required by FTA's program. These programs have continued to provide matching funds through the FY 2003 funding round.

Aside from the environmental justice assessment, DVRPC has continued to administer and make efforts to expand the TransitChek Program. This program enables participating employers to provide transit vouchers to employees at an equal to or less than face-value price, pretaxed, which reduces the cost of using transit. While the impact of this program on transit affordability for welfare recipients and other low-income groups is unknown, over the past three years several employers who employ lower-skilled workers (which may include former welfare recipients) have joined the program.

In New Jersey, the counties have updated their Community Transportation Plans, which provide up-to-date county-level welfare-to-work transportation plans. These plans identify specific service needs and serve as the basis for distributing WFNJ Transportation Block Grant and NJ Transportation Innovation Fund monies. Additionally, NJ TRANSIT has expanded its WorkPass and "Get a Job. Get a Ride!"

programs. The WorkPass Program offers transit training to County Welfare Agency staff and provides monthly bus, rail, and light rail passes to welfare recipients for job search, training and other kinds of travel, and the "Get a Job. Get a Ride!" program provides one month of free travel on NJ TRANSIT to any New Jersey welfare recipient leaving welfare for employment accessible by public transit.

Revised Regional Access-to-Jobs Strategy

After reviewing JARC projects and the 1999 access-to-jobs strategy and initiatives, DVRPC staff, in collaboration with the JARC Subcommittees, developed a revised Access-to-Jobs strategy. The updated Access-to-Jobs Strategy maintains existing strategies that have been well-used and should continue to be pursued, improves upon existing strategies that have not been previously successful, and incorporates strategies that address issues that have arisen since the adoption of the 1999 plan and in the DVRPC 2002 outreach forums.

Most of the strategies outlined in the 1999-adopted plan have been successful and continued to serve as a guide in the development of new access-to-jobs initiatives. Each strategy from the 1999 adopted plan is listed on the following pages with an explanation of the action to be taken in the updated JARC plan. These actions were the result of the focus group meetings of JARC constituents in the Delaware Valley region that were held at DVRPC in 2002.

Continuing Strategies

Create transitional transit subsidies for persons leaving TANF. The need for transportation assistance does not end with TANF eligibility. Case workers and job placement intermediaries report that the first few months of work remain financially challenging to new entrants to the labor force, and that transportation

costs can be a barrier to job retention. In order to minimize the cost barriers and support job retention, Pennsylvania and New Jersey should establish “transitional transit subsidies” for persons leaving TANF for a job. Restructuring declining subsidies will ease the transition to the work force over a period of months without creating excessive administrative burdens. For example, a six-month phase-out could use TransitCheks to cover 100 percent of the cost of a monthly NJ TRANSIT or SEPTA pass for the first three months and 50 percent for the next three months.

This initiative is an extension of New Jersey’s “Get a Job. Get a Ride!” program that provides one month of free travel on NJ TRANSIT to any WFNJ participant leaving WFNJ for employment accessible by public transportation. NJ TRANSIT’s WorkPass Program was also extended to allow for former welfare recipients to receive six months of additional transit benefits, in order to ensure job retention. Greater Philadelphia Works also included four weeks of transitional transit subsidy spread over two months for clients who entered the labor force (two weeks of SEPTA passes in the first month on the job and two weeks for the second month on the job). Clients were eligible for SEPTA Transpasses or Trailpasses, depending on the locations of their jobs. Although this program offered a one-time boost to new workers, transportation specialists and employment counselors expressed concern that a longer subsidy is needed to materially improve job retention. Extending this benefit to twelve months would bring it more in line with extended medical care and childcare benefits offered by most states.

Expand marketing for Commuter Tax Benefit programs to employers and new workers as a welfare-to-work tool.

Commuter tax benefits, primarily TransitChek, has become an important program in the region. The TransitChek program was not originally conceived of as an access-to-job initiative, but rather as a general commuter benefits program to encourage alternatives to driving alone to work. The Greater Philadelphia Urban Affairs Coalition incorporated TransitCheks into its City-to-Suburbs Reverse Commute Program, in large part because they offered a flexible and transferable way to subsidize transportation costs. DVRPC should continue to work with the Pennsylvania Department of Public Welfare and New Jersey Department of Human Services to market TransitCheks to employers and new workers as a way to promote transit affordability. Substantial resources in this region have been invested in large-scale efforts to place TANF recipients in private sector jobs.

Part of this effort should include a directed campaign to encourage employers to award TransitCheks to new hires as an effective, low cost step to invest in the success of their new employees. TransitCheck reduces employer expenditures because they are tax-deductible and exempt from FICA, Workers Compensation/ Disability Insurance, pension, payroll, or unemployment taxes. In addition to improving job retention rates, investment in TransitCheks represents a specific, affordable step that employers can take to show their support for making welfare reform a success. DVRPC could collaborate with business groups such as the Greater Philadelphia Chamber of Commerce and other local chambers to try to get this message out to employers and employee benefit firms. Additionally, DVRPC could make an effort to target employers who are likely to employ welfare recipients and other low-income persons.

A recent change in the federal tax code authorizes individuals to purchase TransitCheks with pretax dollars. The potential savings are significant (even for persons in the lowest tax bracket) but the message needs to be targeted to eligible workers and their employers who must agree to participate in the program. DVRPC should work with state welfare and workforce agencies, employers, and business groups to promote this option among new workers who are riding transit (particularly low-income workers who are transit-dependent).

Explore nontraditional transportation initiatives, such as bicycling and car sharing. Many TMAs and counties have begun to explore supplementing traditional fixed-route bus service and connecting feeder services with alternative modes or nontraditional ways of service. While there have been several demand-responsive service initiatives pursued through the JARC program, other alternatives, such as bicycles or car sharing, have not received much attention but could be useful in reducing transportation barriers for welfare recipients and other low-income persons. For example, expanding programs based on bicycles, particularly for accessing jobs in more urban settings (i.e., promotion of existing bikes-on-trains activities) can provide a valuable link between transit and place of residence, place of employment, and/or other destinations, while offering an alternative mode of transportation. TEA-21 included a Transit Enhancement Activity program with a 1 percent set-aside of Urbanized Area Formula Grant funds for “bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles.”

Low-income individuals constitute the majority of current bicycle commuters. In Camden County, the largest intermunicipal flow of bicycle commuters trips was from low income neighborhoods in Camden City to the large industrial parks located in adjacent Pennsauken

Township – constituting a relatively high bicycle mode split of one percent for this origin/destination pair. With the availability of bicycles in the region, rideable bikes are a low cost alternative.

Transit agencies have long recognized the value of park-and-ride facilities in expanding the market for transit, by facilitating longer “access” trips. These facilities have allowed persons to take transit that may not be within a ¼ mile walk from their home as well as cut down on traffic and its impacts for the region. The value of bicycles on buses is that it increases both “access” and “egress” trip lengths – two miles, versus ¼ mile for walking (including customers whose access mode is an automobile) – thereby dramatically expanding the market for transit. The transit industry’s recognition of the “last mile connector” benefit supports the phenomenal growth in bicycle accommodation by transit agencies.

After passage of state legislation regarding the use of bike racks, SEPTA proceeded with the purchase and installation of bike racks for all 74 Frontier Division buses that serve the suburbs. To date, all SEPTA-run buses have bike racks. This further increases alternative transit options.

In addition to bicycle-based initiatives, exploration of car sharing programs could enhance the flexibility of transportation programs for the TANF population and other low-income persons. Car sharing has the potential to provide welfare recipients and other low-income persons with access to a vehicle at a more affordable cost than vehicle ownership. The new Philly Car Share program may be an option for low-income persons in the region. To use this service, it only costs 50 cents per mile, including gas, an hourly charge of \$3, a one-time application fee of \$25, and a \$10 per month membership charge. This allows the use of a car without the worries of insurance, maintenance, and car payments. This can

provide transportation to perform errands or other necessities.

Develop the capacity of Community Development Corporations (CDCs) to serve as transportation advocates for city residents. The region’s TMAs have become involved with issues that affect core city residents, but were originally organized to provide transportation services to the workforces of suburban employers.

A number of innovative community-based organizations have demonstrated considerable skill in addressing neighborhood issues such as housing, economic development, and job training and placement in Philadelphia and the region’s other core cities. Led by the Pennsylvania Department of Community and Economic Development, Philadelphia’s Community Development Corporations (CDCs) recently completed an 18-month strategic exercise to improve coordination of existing services and to identify new initiatives that will “enable the employable to qualify for and connect with employment opportunities in the City and the region.”¹¹ Access-to-jobs activities clearly fall under this umbrella, and the task force included a subcommittee on transportation, which focused on this area. Based on their strong neighborhood ties and demonstrated success in securing funding for new projects, CDCs could, with minimal investment, become transportation advocates for community interests. Relatively low-cost activities might include organizing transit training and car or vanpools (using residents’ vehicles). Depending on their ability to raise start up funds, CDCs could expand into more extensive ridesharing (using vehicles purchased by or donated to the CDCs) and even transit service provision (for example, making runs from neighborhood pickup points to a transit hub to turn a three-or-four seat ride into a two-seat ride) and car sharing. The DVRPC updated Access-to-Jobs Strategy encourages the CDCs to develop

appropriate transportation-related initiatives, such as those discussed above.

Make bistate commutes more affordable and accessible. While this effort is a continuing strategy, the DVRPC JARC subcommittee has recommended that it not be a priority for getting low-income persons to jobs. Due to recent census information and travel trends that show commuting within and between suburbs as the dominant pattern, many low-income persons can find employment within their own state and do not have to worry about transfers between transit systems. DVRPC recognizes that a small portion of the population may still make bistate trips, however, the prevailing strategy is to increase suburb-to-suburb commuting.

New Strategies

Encourage county-level access-to-jobs planning in Pennsylvania (similar to New Jersey). In New Jersey, counties develop countywide Community Transportation Plans, which are the basis for developing local access-to-jobs initiatives. In Pennsylvania, there is no county-level access-to-jobs planning such as this. While SEPTA, TMAs, and other organizations have been successful in developing and implementing access-to-jobs initiatives, developing countywide access-to-jobs plans for each of the five Delaware Valley region counties would improve local coordination between organizations and projects, increase the effectiveness of access-to-jobs initiatives and provide a sounder base for developing the regional access-to-jobs plan. It would also foster bistate commuting to enhance the region’s job access plan. Pennsylvania’s Departments of Public Welfare and Transportation could encourage countywide access-to-jobs planning by giving counties that participate priority to existing welfare-to-work related funding and by making new funds available to participating counties. DVRPC could provide facilitation to

coordinate the county plans into a regional plan.

Create bilingual services for those nonEnglish speaking welfare-to-work riders. In urban areas, particularly the core cities of Camden, Trenton, Chester, and Philadelphia, large populations of non-English speaking riders reside or work. As a language barrier will create problems with commuting and job retention, SEPTA recently began providing their schedules and other pertinent information in various languages, besides English. NJ TRANSIT and PATCO should work toward implementing the same approach, as many nonenglish speaking commuters must make connections in and out of New Jersey. In addition, DVRPC will also work with CDCs that work primarily with nonenglish speaking segments of the population to make them more aware of the program.

Encourage suburb-to-suburb job access. With the release of the 2000 Census, evidence of commuting patterns over the past decade have shown that both housing and employment opportunities are moving away from the Core Cities and into the more suburban locations of the region. Not only does this create a mismatch between the workforce and jobs, it also creates a problem for those trying to utilize the existing transit systems to move from one suburban county to another. Currently, the transit system in the Delaware Valley provides service primarily in and out of the core cities. To travel from Bucks County to Montgomery County by transit may require making more than one transfer or making a connection into a core city. The counties, transportation management associations (TMAs) and the transit providers should explore new transit routes that meet the region's changing development pattern. These entities should work with local and state officials to continue current or identify new funding strategies to support these new routes. This is increasingly important

since the cut in traditional matching funds from the PA State Department of Public Welfare.

JARC constituents in the Delaware Valley should meet quarterly or bi-yearly to discuss the performance and service gaps. An outcome of the focus groups that DVRPC hosted in November 2002, was that JARC constituents throughout the region should expand the lines of communication in terms of performance on existing routes, areas of service need, updates to changes in legislation and other issues that may arise that may have an affect on the JARC program. This is especially important when evaluating performance measures and determining which routes will receive funding in future cycles. Although the program is awaiting reauthorization, stakeholders and constituents of the JARC program agreed upon the need for measures of performance before the next application cycle.

Provide transportation services and access-to-jobs to Americans with disabilities. Because of the 2002 federal legislation passed by the Bush Administration, the New Freedoms Initiative, the DVRPC 2003 JARC strategy includes the expansion of transit services and job access to Americans with disabilities. New JARC routes, as well as existing routes, should ensure access for persons with physical disabilities.

Encourage a regional operational policy

JARC recipients should strive to maximize service levels by using available JARC and matching funds, as well as private resources, with the goals of achieving sustainability and maintaining efficient administrative costs. Funding will be discontinued to JARC services that are under-performing or have continued administrative problems. In addition, as the JARC program continues to mature, a stronger emphasis on demonstrated performance of existing services will be weighed while evaluating new proposals.

DVRPC's Updated Access-to-Jobs Strategy (October 2004)

Promote Transit Affordability with TransitCheks and other Pass Programs

- Expand pass programs for persons receiving TANF.
- Create transitional transit subsidies for persons leaving TANF.
- *Expand marketing for TransitCheks to employers as well as a welfare-to-work tool.
- **Continue to explore fare and pass options to facilitate bistate commuting.

Promote Job Retention with Transportation-related Support Services to Individuals

- Invest in childcare and transportation linkages.
- Mandate emergency ride home coverage.
- Train job coaches and caseworkers to function as mobility manager.
- *Create bilingual services for non-English speaking TANF recipients.
- *Provide transportation services and access-to-jobs to qualifying Americans with disabilities.

Expand Transit Education to Increase Ridership

- Improve communication among transit agencies, caseworkers, and job trainers.
- Establish transit information centers in One Stop Career Centers.
- Provide better education about city to suburb trips.
- Provide better education about suburb-to-suburb trips.

Improve Accessibility with New Transit Services, Ridesharing, and Nontraditional Initiatives

- Expand hours on key routes to support nontraditional works hours and shifts.
- Invest in last-mile connector service to augment the existing transit system.
- Develop partnerships to establish small vehicle service in areas that are not served by traditional transit.
- **Explore nontraditional transportation initiatives such as biking and carsharing.
- *Encourage suburb-to-suburb job access routes.

Promote the Long Term Viability of New Transportation Service

- Promote blended ridership.
- Fund TMAs to undertake access-to-jobs activities.
- Develop the capacity of the Community Development Corporations (CDCs) to serve as transportation advocates.
- Facilitate partnerships between various JARC constituents.

Develop Strategies to Promote More Effective Access-to-Jobs Coordination

- Regional transportation and workforce entities should strengthen their access-to-jobs partnerships.
- Pennsylvania should accelerate interdepartmental coordination at the state level.
- New Jersey should work with DVRPC to encourage regional job access planning.
- *Encourage county level job access planning in Pennsylvania.
- *Promote quarterly or semiannual meetings for JARC constituents.
- *Encourage a regional operational policy. ▲

* New Strategy ** Modified Strategy

Endnotes

- ¹ This speaks to financially needy under the objective criteria specified in the state's TANF plan.
- ² Pennsylvania TANF Time-Out and Hardship Exceptions information obtained from the Pennsylvania Bulletin. Notices TANF Time-Out and TANF Hardship Exceptions, March 2001. Bulletin 31 Pa.B 1639.
- ³ This information is based on a phone conversation with DHHS ACF employees from the New York and Philadelphia regional offices, which represents the states of Pennsylvania and New Jersey.
- ⁴ Demetra Smith Nightingale, AA General Profile of the Welfare Population, The Urban Institute, March 1997.
- ⁵ NJ Transit Bus Routes by County, www.njtransit.com, October 2003.
- ⁶ Information regarding FTA's JARC Program was obtained from *Welfare Reform; GAO's Recent and Ongoing Work on DOT's Access to Jobs Program* published by the U.S. General Accounting Office (GAO), August 2001. GAO01-996R Access-to-Jobs.
- ⁷ Information for New Jersey's Access-to-Jobs initiatives obtained from NJDOT's Workforce and Community Transportation Program.
- ⁸ DVRPC participated on the Burlington, Camden, Gloucester, and Mercer counties steering committees at various points throughout the process.
- ⁹ The Gloucester County Demonstration Project is discussed in the previous section, however, the Monmouth County Project is not discussed because it is not within the DVRPC planning area. For more information about the Monmouth County Project, visit www.state.nj.us/transportation/workforce/DEMO.HTM.
- ¹⁰ Welfare-to-Work Transportation Program Guidance letter, September 18, 1998.
- ¹¹ Philadelphia Area Economic Development Task Force, Philadelphia Area Business Growth Initiative (Phase I): *It's About Jobs*, July 1998.

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*Improving Access to
Opportunities in the
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APPENDIX A

**JARC Applicants
1999-2003**

JARC Applicants FY 1999-FY 2003

Year	Applicant	Project	Total Funding	Federal Funding	Project Status
1999	CCIA –Camden County	Service from Camden Empowerment Zone to employment centers	\$405,000	\$165,000	Funded
1999	Burlington County	Pemberton-Mt. Holly shuttle (BurLink I)	\$450,000	\$200,000	Funded
1999	Mercer County WIB	Route 130 shuttle service	\$300,000	\$150,000	Funded
1999	Delaware County TMA and SEPTA	Route 37 and Route 305 Darby and Chester service to the airport	\$556,500	\$278,250	Funded
1999	SEPTA	Bus Route 1 extension to business parks in Bucks County	\$152,000	\$76,000	Funded
1999	Chester County TMA and SCCOOT	Paratransit service to southern Chester County, Coatesville and West Chester	\$300,000	\$150,000	Funded
1999	GPUAC	Service to Montgomeryville, King of Prussia, and airport	\$295,855	\$137,927	Funded
1999	SEPTA	Enhanced early morning rail service from North Philadelphia on R1 rail line	\$95,000	\$47,500	Funded
1999	SEPTA	Northeast Philadelphia Route 14 service improvements	\$383,000	\$191,500	Funded
1999	SEPTA	Conshohocken Route 95 service improvements	\$206,500	\$103,250	Funded
1999	SEPTA	Multilingual how-to-ride guides	\$40,000	\$20,000	Created and distributed
1999	SEPTA	Bristol area bus service (Route 304)	\$220,000	\$110,000	Funded
1999	Delaware County TMA	Reverse commute service along Route 352 and Route 1	\$82,500	\$41,250	Funded
1999	Impact Services	Frankford/Kensington area service	\$141,188	\$70,594	Funded
1999	Mayor's Office (Philadelphia)	Van service between Philadelphia, Pennsauken, and Moorestown, NJ.	\$318,795	\$97,305	Funded
		New Jersey	\$1,155,000	\$515,000	
		Pennsylvania	\$2,472,543	\$1,226,271	
		Regional	\$318,795	\$97,305	
		1999 Total for Region	\$3,946,338	\$1,838,576	
2000	CCIA – Camden County	Expanded services from Camden Empowerment Zone to employment centers	\$210,000	\$105,000	Funding continued
2000	Burlington County	Willingboro – Mt. Holly shuttle (BurLink I,II)	\$375,000	\$187,500	Funding continued
2000	Mercer County WIB	Route 1 corridor shuttle	\$294,476	\$147,238	Funded
2000	Delaware County TMA and SEPTA	Route 37 and Route 305 service to Darby and Chester	\$420,452	\$210,226	Funding continued
2000	SEPTA	Bus Route 1 extension to business parks in Bucks County	\$114,840	\$57,420	Funding continued
2000	Chester County TMA and SCCOOT	Paratransit service to southern Chester County, Coatesville, and West Chester	\$226,658	\$113,329	Funding continued
2000	GPUAC	Service to Montgomeryville, King of Prussia and airport	\$211,836	\$104,208	Funding continued
2000	GPUAC	Van service along Route 309 and Route 3	\$75,580	\$37,790	Funded
2000	SEPTA	Northeast Philadelphia Route 14 service improvements	\$289,368	\$144,684	Funding continued
2000	SEPTA	Conshohocken Route 95 service improvements	\$156,016	\$78,008	Funding continued
2000	SEPTA	Bristol area bus service-Route 304	\$166,216	\$83,108	Funding continued
2000	SEPTA	Expanded weekday and weekend service for Bus Route 1	\$61,014	\$30,507	Funded
2000	SEPTA	Enhanced evening service on Bus Routes 96 and 201	\$55,500	\$27,750	Funding continued

2000	SEPTA	Expanded Bus service to Lansdale on Routes 94 and 96	\$50,000	\$25,000	Funded
2000	SEPTA	Expanded train/bus service to the Greater Valley Corporate Area via R5 line	\$181,530	\$90,765	Funded
2000	SEPTA	Enhanced early morning service to airport on R1 rail line	\$71,776	\$35,888	Funded
2000	Delaware County TMA	Reverse commute service Route 352 and Route 1	\$62,332	\$31,166	Funded
2000	Impact Services	Frankford/Kensington area service	\$106,672	\$53,336	Funding continued
2000	Bucks County TMA	Van service train stations to employers along Street Road and Route 1	\$150,000	\$75,000	Funded
2000	Greater Valley Forge TMA	Van service along Route 422 – Suburban Link	\$86,750	\$43,375	Funded
2000	Partnership TMA	Van service to Montgomery Mall to North Penn/Indian Valley area	\$202,750	\$101,375	Funded
2000	Mayor's Office (Philadelphia)	Bi-state van service between Philadelphia, Pennsauken, and Moorestown, NJ ¹	\$147,034	\$73,517	Funding continued
		New Jersey	\$879,476	\$439,738	
		Pennsylvania	\$2,689,290	\$1,416,452	
		Regional	\$147,034	\$73,517	
		2000 Total for Region	\$3,715,800	\$1,929,707	
2001	Chester County and SCCOOT	Paratransit service to southern Chester County, Coatesville, and West Chester	\$300,000	\$150,000	Funding continued
2001	Bucks County TMA	Van service train station to employers along Street Road & Route 1	\$121,000	\$60,000	Funding continued
2001	Bucks County TMA	Van service from Lansdale Train Station to Doylestown, Perkasie, and Quakertown	\$148,000	\$74,000	Funded
2001	Greater Valley Forge TMA	Van service along Route 422 – Suburban Link I, II	\$142,000	\$71,000	Funding continued
2001	Greater Valley Forge TMA	Marketing for Route 422 expanded service	\$14,400	\$7,200	Funded
2001	Partnership TMA	Van service from Montgomery Mall to North Penn/Indian Valley area	\$153,000	\$76,500	Funding continued
2001	Partnership TMA	Van service from North Wales Station along Route 63	\$75,000	\$37,500	Funded
2001	Partnership TMA	Marketing for all Partnership TMA services	\$50,000	\$25,000	Funded
2001	GPUAC	Van service along Route 309 and Route 3	\$300,000	\$150,000	Funding continued
2001	GPUAC	Purchase vans	\$40,000	\$20,000	Funded
2001	GPUAC	Placement and retention service	\$50,000	\$25,000	Funded
2001	SEPTA	Bus Route 305	\$220,000	\$110,000	Funded
2001	SEPTA	Bus Route 37	\$201,658	\$100,829	Funded
2001	SEPTA	Bus Route 1 extension to business parks in Bucks County	\$502,160	\$251,080	Funding continued
2001	SEPTA	Enhanced early morning rail service on R1 rail line	\$80,000	\$40,000	Funding continued
2001	SEPTA	Route 14 service improvements	\$262,000	\$131,000	Funding continued
2001	SEPTA	Bus Route 112	\$24,893	\$12,447	Funded
2001	SEPTA	Conshohocken Route 95 service improvements	\$217,024	\$108,512	Funding continued
2001	SEPTA	Suburban Transit Division Owl Service (Routes 108 and 113)	\$351,706	\$175,853	Funded
2001	SEPTA	Bristol area bus service – Route 304	\$170,000	\$85,000	Funding continued
2001	SEPTA	Expanded services to the Greater Valley Corporate Area via R5 rail line	\$220,000	\$110,000	Funding continued

¹ Service eliminated 2004 for lack of ridership.

2001	SEPTA	City Transit Division Owl Service (various routes)	\$1,551,363	\$775,682	Funded
2001	SEPTA	Bus Route 110 (Early Morning Service)	\$14,174	\$7,087	Funded
2001	SEPTA	Conshohocken Route 95 service improvements	\$217,024	\$108,512	Funding continued
2001	SEPTA	Suburban Transit Division Evening Service (Routes 112, 124, and 139)	\$268,727	\$134,364	Funded
2001	SEPTA	Bus Route 206 (Midday and Saturday service)	\$91,645	\$45,823	Funded
2001	SEPTA and Greater Valley Forge TMA	Enhanced evening service on Bus Route 201	\$55,500	\$27,750	Funded
2001	SEPTA and Partnership TMA	Expanded bus service to Lansdale on Routes 94 and 96	\$82,550	\$41,275	Funded
		New Jersey	\$0	\$0	
		Pennsylvania	\$5,376,333	\$2,623,368	
		2001 Total for Region	\$5,376,333	\$2,623,368	
2002	Burlington County	BurLink I, II, and III services	\$935,000	\$422,500	Funding continued
2002	CCIA- Camden County	UPS Lawnside service to Gloucester County	\$46,000	\$23,000	Funded
2002	CCIA – Camden County	Service to Mid-Atlantic Industrial Park and Pureland Industrial Parks	\$88,000	\$44,000	Funded
2002	CCIA- Camden County	Last mile connector service between the River LINE and nearby employers	\$56,000	\$28,000	Funded
2002	Gloucester County	Pureland shuttle service and purchase 12-passenger vans	\$63,568	\$31,784	Funding continued
2002	Gloucester County	Cross County Shuttle from Elk Township through Glassboro and Williamstown	\$112,000	\$56,000	Funded
2002	Mercer County WIB	Route 130 and Route 1 transit infill to employment centers in Mercer County	\$594,568	\$298,738	Funded
2002	Bucks County TMA	Van service from Lansdale train station to Perkasio and Quakertown	\$260,000	\$130,000	Funding continued
2002	Bucks County TMA	Shuttle service New Hope, connecting SEPTA R5 in Doylestown	\$250,000	\$125,000	Funding continued
2002	Bucks County TMA	Expansion of Doylestown North/South Route to provide service to 2 nd shift workers	\$100,000	\$50,000	Funding continued
2002	Bucks County TMA	Van services to employers along Street Road and Route 1 in Bucks County	\$157,000	\$78,500	Funding continued
2002	Bucks County TMA	Street Road Corridor Shuttle	\$250,000	\$125,000	Funded
2002	Greater Valley Forge TMA	Service along Route 422 – Suburban Link III	\$223,600	\$111,800	Funding continued
2002	Partnership TMA	Lansdale and Ambler HOP	\$380,000	\$190,000	Funded
2002	Chester County TMA	Coatesville Link Expansion to US 30 Shopping centers	\$100,000	\$50,000	Funded
2002	Chester County TMA	Transit service to Southern Chester County via SCCOOT and PHLIER buses	\$400,000	\$200,000	Funding continued
2002	SEPTA	Bus Route 1 in Bucks County	\$575,000	\$287,500	Funding continued
2002	SEPTA	Administration	\$100,000	\$50,000	Funded
2002	SEPTA	Route 1 Northeast Philadelphia – Weekend Service	\$467,500	\$233,750	Funding continued
2002	SEPTA	Route 305 Darby to Philadelphia airport for entry-level employees	\$345,000	\$172,500	Funding continued
2002	SEPTA	Enhanced early morning rail services from North Philadelphia to airport on R1 rail line	\$150,000	\$75,000	Funding continued
2002	Chester County TMA	Transit service to Southern Chester County via SCCOOT and PHLIER buses	\$400,000	\$200,000	Funding continued

2002	SEPTA	Northeast Philadelphia Route 14 service improvements	\$660,000	\$330,000	Funding continued
2002	SEPTA	Conshohocken Route 95 service improvements	\$325,000	\$162,500	Funding continued
2002	SEPTA	Bristol area Bus Service Route 304	\$435,000	\$217,500	Funding continued
2002	SEPTA	Expanded service to Greater Valley Corporate Area via R5 Paoli rail line	\$250,000	\$125,000	Funding continued
2002	SEPTA	Bristol area Bus Service Route 304	\$435,000	\$217,500	Funding continued
2002	SEPTA	Expanded bus service to Lansdale with Bus Route 94 and Route 96 (morning)	\$57,000	\$28,500	Funding continued
2002	SEPTA	Enhanced evening service on Route 96 and Route 201	\$88,000	\$44,000	Funding continued
2002	SEPTA	Bus Route 110 – early morning service	\$32,000	\$16,000	Funding continued
2002	SEPTA	Enhanced evening service on Route 96 and Route 201	\$88,000	\$44,000	Funding continued
2002	SEPTA	Evening service on Routes 112, 124, and 129 – 2 nd and 3 rd shift employment	\$525,000	\$262,500	Funded
2002	SEPTA	Bus Route 206 – midday and weekend service	\$240,000	\$120,000	Funding continued
2002	SEPTA	Bus Route 112- Sunday service	\$50,000	\$25,000	Funding continued
2002	SEPTA	Suburban Transit Owl Service (Routes 108 and 113)	\$700,000	\$350,000	Funding continued
2002	SEPTA	Suburban Transit Division Evening Service (various routes on weeknights and Saturdays)	\$3,100,000	\$1,550,000	Funding continued
2002	SEPTA	Regional Rail Route 1 from North Philadelphia to airport – late night	\$173,000	\$86,500	Funding continued
2002	SEPTA	Route 105 Sunday service from 69 th street to Ardmore	\$67,900	\$33,950	Funded
2002	SEPTA	Marketing and Outreach	\$250,000	\$125,000	Funding
2002	SEPTA	Route 109 – Owl service from 69 th Street to Chester	\$127,400	\$63,700	Funded
2002	SEPTA	Route 14 weekend service from Frankford to Oxford Valley Mall	\$75,000	\$37,500	Funded
2002	Impact Services	Get Me to the Job on Time (JOT)	\$103,776	\$51,588	Funding continued
2002	GPUAC	Van service along Route 309 and Route 3	\$645,149	\$322, 574	Funding continued
2002	Workforce 21	Transit to depressed communities in Delaware County	\$275,000	\$137,500	Funding not recommended
2002	Workforce 21	Supportive services to SEPTA	\$75,000	\$37,500	Funding not recommended
2002	The Lighthouse	Culturally related access to SEPTA	\$275,000	\$137,500	Funding not recommended
		New Jersey	\$2,022,044	\$965,022	
		Pennsylvania	\$12,622,325	\$6,311,162.5	
		2002 Total for Region	\$14,644,369	\$7,322,184.5	
2003	Burlington County	BurLink I, II, III services	\$935,000	\$422,500	Funding continued
2003	CCIA- Camden County	Service to Camden to Mid-Atlantic Industrial Park and Pureland Industrial Park	\$88,000	\$44,000	Funding continued
2003	CCIA – Camden County	Last Mile Connector service between the River LINE and nearby employers	\$56,000	\$28,000	Funding continued

2003	CCIA- Camden County	UPS service (Lawnside) to Gloucester County	\$46,000	\$23,000	Funding continued
2003	CCIA – Camden County ²	Purchase one bus with wheelchair lift	\$127,000	\$63,000	Funded
2003	Gloucester County	Cross County Shuttle from Elk Township through Glassboro and Williamstown	\$112,000	\$56,000	Funding continued
2003	Gloucester County	Purelands shuttle and purchase 12-passenger van	\$63,568	\$31,784	Funding continued
2003	Mercer County WIB	Route 130 and Route 1 ³ service gaps to employment centers in Mercer County.	\$594,476	\$298,738	Funding continued
2003	Bucks County TMA	Van service to employers along Byberry and Street Roads in Bucks County	\$157,000	\$78,500	Funding continued
2003	Bucks County TMA	Van service from Lansdale train station to Perkasio and Quakertown ⁴	\$260,000	\$130,000	Funding continued
2003	Bucks County TMA	Shuttle service to New Hope and Doylestown – east-west on R5	\$262,500	\$131,250	Funding continued
2003	Bucks County TMA	Expansion of Doylestown north-south route to provide service to 2 nd shift employees ⁵	\$105,000	\$52,500	Funding continued
2003	Bucks County TMA	Street Road Corridor Shuttle	\$258,850	\$129,425	Funding continued
2003	GVFTMA	Service along Route 422 – Suburban Link III	\$223,600	\$111,800	Funding continued
2003	Partnership TMA	Lansdale HOP and Ambler HOP	\$380,000	\$190,000	Funding continued
2003	Chester County TMA	Transit Service to Southern Chester County via SCCOOT and PHLYER buses	\$400,000	\$200,000	Funding continued
2003	Chester County TMA	Coatesville Link Expansion to US 30 shopping centers	\$100,000	\$50,000	Funding continued
2003	SEPTA	Route 305 – Darby to Philadelphia Airport	\$186,000	\$93,000	Funding continued
2003	SEPTA	R1 Airport late night service	\$173,000	\$86,500	Funding continued
2003	SEPTA	Route 305 – Darby to Philadelphia Airport	\$186,000	\$93,000	Funding continued
2003	SEPTA	Suburban Transit Division Evening Service	\$3,100,000	\$1,550,000	Funding continued
2003	SEPTA	Suburban Transit Division Owl Service (Routes 108 and 113)	\$700,000	\$350,000	Funding continued
2003	SEPTA	Suburban Transit Division Evening Service	\$3,100,000	\$1,550,000	Funding continued
2003	SEPTA	Enhanced early morning service on R1 line	\$150,000	\$75,000	Funding continued
2003	SEPTA	Bus Route 1 extension to various business parks	\$575,000	\$287,500	Funding continued
2003	SEPTA	Bus Route 112 Sunday service	\$50,000	\$25,000	Funding continued
2003	SEPTA	Administration	\$100,000	\$50,000	Funded
2003	SEPTA	Route 1 Northeast Philadelphia weekend service	\$467,500	\$233,750	Funding continued
2003	SEPTA	Marketing and Research	\$250,000	\$125,000	Funded
2003	SEPTA	Northeast Philadelphia Route 14 service improvements	\$660,000	\$330,000	Funding continued
2003	SEPTA	Conshohocken Route 95 service improvements	\$325,000	\$162,500	Funding continued

² Camden County Improvement Authority (CCIA) became part of the South Jersey Transportation Authority (SJTA) in June 2004.

³ Route 1 service eliminated in January 2004 due to lack of ridership.

⁴ Perkasio and Quakertown service eliminated due to lack of ridership.

⁵ 2nd shift service eliminated in July 2004 for lack of ridership.

2003	SEPTA	Suburban Transit Division Owl Service (Routes 108 and 113)	\$700,000	\$350,000	Funding continued
2003	SEPTA	Bus Route 1 extension to various business parks	\$575,000	\$287,500	Funding continued
2003	SEPTA	Enhanced early morning service on R1 line	\$150,000	\$75,000	Funding continued
2003	SEPTA	Bristol area Bus Service Route 304	\$435,000	\$217,500	Funding continued
2003	SEPTA	Expanded service to Greater Valley Corporate Center via R5 Paoli line	\$250,000	\$125,000	Funding continued
2003	SEPTA	Expanded bus service to Lansdale on Routes 94 and 96 (morning) ⁶	\$57,000	\$28,500	Funding continued
2003	SEPTA	Enhanced evening service on Routes 96 and 201 ⁷	\$88,000	\$44,000	Funding continued
2003	SEPTA	Bus Route 110 early morning service	\$32,000	\$16,000	Funding continued
2003	SEPTA	Evening service on Routes 112, 124, and 129	\$525,000	\$262,000	Funding continued
2003	SEPTA	Bus Route 206 midday service and weekend service ⁸	\$240,000	\$120,000	Funding continued
2003	SEPTA	Bus Route 112 Sunday service ⁹	\$50,000	\$25,000	Funding continued
2003	SEPTA	Route 14 weekend service from Frankford to Oxford Valley Mall	\$75,000	\$37,500	Funding continued
2003	SEPTA	Route 105 Sunday service from 69 th Street to Ardmore	\$67,900	\$33,950	Funding continued
2003	Impact Services	Get Me to the Job on Time (JOT)	\$107,458	\$53,729	Funding continued
2003	GPUAC	Van service along Route 309 and 3, purchase cans, and retention and enhancement services	\$745,865	\$372,932	Funding continued
2003	Workforce 21	Employee Express in Delaware County	\$337,400	\$168,700	Funding not recommended
		New Jersey	\$2,022,044	\$965,522	
		Pennsylvania	\$12,360,178	\$6,180,089	
		2003 Total for Region	\$14,382,222	\$7,145,611	

⁶ Route 94 AM service eliminated in October 2003 for lack of ridership.

⁷ Route 201 PM service eliminated in October 2003 for lack of ridership.

⁸ Route 206 early evening and Saturday service eliminated in October 2003.

⁹ Service eliminated in September 2003 for lack of ridership.

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APPENDIX B

**JARC Subcommittee
Members**

JARC SUBCOMMITTEE

Pennsylvania Members

Cathy Popp-McDonough
Manager Capital Grants Development
SEPTA

Steve D'Antonio
Senior Operations Planner
SEPTA

Kathleen Zubrycki
Management Analyst
SEPTA

Maxine Griffith, AICP
Secretary for Strategic Planning
Executive Director of Philadelphia City
Planning Commission

Laura Pelzer
U.S. Department of Housing and Urban
Development

William H. Fulton
Executive Director
Chester County Planning Commission

Kenneth Hughes, Director
Montgomery County Planning Commission

William Payne, Planning Director
Chester City Planning Department

Lynn Bush
Executive Director
Bucks County Planning Commission

John E. Pickett, Director
Delaware County Planning Department

New Jersey Members

Richard Kerr
Director, Innovative Service and Sales
NJ Transit

Doug Griffith, Director
Camden County Planning Department

Mark Remsa, Director
Burlington County Department of Regional
Planning and Economic Development

Chuck Romick, Director
Gloucester County Planning Department

Donna Lewis, Director
Mercer County Planning Department

Regional Citizens Committee

Ernest Cohen

DVRPC Staff

Richard Bickel, Deputy Director for
Regional Planning

Karen Cilurso, Project Manager
Regional Planning



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APPENDIX C

**Journey-to-Work Data,
2000**

County of Employment

County	Year	Bucks	Chester	Delaware	Montgomery	Philadelphia	Burlington	Camden	Gloucester	Mercer	Total
Bucks	1990	152,140	2,044	2,000	41,886	30,692	3,888	2,799	614	24,160	260,223
	2000	168,090	3,036	2,754	48,414	31,892	4,250	2,039	362	20,812	281,649
Chester	1990	1,083	118,433	18,301	25,411	11,771	613	1,027	230	238	177,107
	2000	1,133	137,678	17,870	25,673	10,568	426	539	411	222	194,520
Delaware	1990	1,994	14,558	144,062	23,934	59,652	1,246	2,699	976	279	249,400
	2000	2,060	18,504	137,988	28,144	48,151	1,306	2,287	1,251	345	240,036
Montgomery	1990	20,986	17,920	10,993	229,923	55,956	1,484	2,808	474	1,024	341,568
	2000	23,722	26,006	11,758	245,619	54,576	1,559	1,844	405	1,298	366,787
Philadelphia	1990	23,866	5,303	15,161	54,113	513,167	4,820	10,083	1,394	1,953	629,860
	2000	23,248	7,810	21,802	59,970	429,667	5,087	7,196	1,502	1,676	557,958
Burlington	1990	4,248	503	1,612	3,007	17,142	116,439	27,941	2,229	16,711	189,832
	2000	4,526	584	1,771	3,053	17,661	116,422	26,164	2,849	17,158	190,188
Camden	1990	2,223	863	2,754	3,835	38,252	26,712	130,616	13,076	1,949	220,280
	2000	1,989	867	3,232	3,910	32,961	31,765	123,735	15,234	2,472	216,165
Gloucester	1990	952	521	2,442	1,412	13,501	5,179	21,708	51,372	679	97,766
	2000	745	726	3,179	1,991	13,778	7,564	22,737	56,676	764	108,160
Mercer	1990	2,935	122	182	518	1,229	2,746	540	76	124,761	133,109
	2000	3,865	94	244	704	1,548	3,765	588	136	112,449	123,393
Total	1990	210,427	160,267	197,507	384,039	741,362	163,127	200,221	70,441	171,754	1,711,114
	2000	229,378	195,305	200,598	417,478	640,802	172,144	187,129	78,826	157,196	1,859,376

DVRPC, 2003



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APPENDIX D

Private and Nonprofit Transportation Providers

**Pennsylvania
Organization**

	All purpose	Family	Educational	Elderly	Employment	Medical	Social	Bucks	Chester	Delaware	Montgomery	Philadelphia	Sedans	Wagons	Vans	Buses	Taxi cabs	Other Vehicle	Fare Required	Age Restricted
Abington Hospital 215-481-2180						x		x								x			x	
Access Paratransit, Inc	x										x	x	x		x					x
Ambu-Care 570-424-7777	x									x						x				x
American Cancer Society 215-345-8285						x		x	x			x								
American Atlantic Paratransit 215-537-5405	x											x			x					x
Association de puertorriquenos en March 215-235-6788						x		x		x	x				x					x
Baptist Children's Services 610-489-0395						x					x		x							x
Bennett Taxi 610-525-1770				x	x						x									
Berwyn Taxi Service 610-688-1600	x								x				x		x					x
Best Nest 215-546-8060	x							x	x			x	x							x x
Bethana			x			x	x	x						x	x	x				x
Big-Brother Big-Sister 215-557-8600	x							x	x	x	x	x							x	x x
Birthright of West Chester 610-536-0710						x			x											x
Boston Coach 610-521-0500	x											x			x					
Bucks County Transport 888-795-0740	x			x				x						x	x	x				x
Bux-Mont Transportation 215-659-0245				x	x					x										
Care Center Foundation for Christ	x			x					x				x	x	x					
Carson Valley School 215-233-1960	x					x		x	x	x	x	x	x	x	x	x				x
Catch Incorporated 215-545-5495						x						x			x					
Catholic Social Services						x		x	x	x	x	x	x							x
Child Abuse Prevention (CAPE) 215-831-8877						x						x	x							x
Children's Choice 610-521-6270						x			x			x	x		x					x
Children's Crisis Treatment Center 215-496-0707						x						x	x							x
Children's Services Inc. 215-546-3503						x						x	x							x
Community Transit of Eddystone 610-344-5888	x					x				x		x	x		x	x				x x
Concern 610-344-5888						x		x							x					x
Crime Prevention 215-545-5230						x								x		x				x
Delco Blind/Sight Center 610-525-0706	x					x				x			x	x	x					

**Pennsylvania
Organization**

	All purpose	Family	Educational	Elderly	Employment	Medical	Social	Bucks	Chester	Delaware	Montgomery	Philadelphia	Sedans	Wagons	Vans	Buses	Taxi cabs	Other Vehicle	Fare Required	Age Restricted		
Domestic Violence Center 610-431-3546						x		x									x					
Elder-Net of Lower Merion/Narberth 610-525-0706				x	x	x					x						x		x			
Episcopal Community Services 215-351-1400						x						x		x						x		
Family and Community Services 610-566-7677						x			x											x		
Family Support Services		x	x									x								x	x	
Farm Workers Opportunity					x			x	x	x	x	x								x		
First Step/ARC 610-696-8090			x						x							x					x	
FISH 610-622-9752						x				x												
Free Library of Philadelphia 215-685-1633		x										x										
Goodwill Industries 610-586-6360					x					x											x	
Hmong United Association 215-324-8409								x	x	x	x	x								x		
Inglis House 215-878-5600		x	x		x	x	x	x	x	x	x	x				x					x	
Inter-Community Action 215-487-0914				x								x		x							x	
International Visitors Center 215-683-0999							x					x									x	
Jane D. Kent Day Care 215-735-4416	x											x									x	
Jewish Family Service 215-698-4500							x					x		x						x	x	
Juvenile Justice Center 415-621-5661	x							x	x	x	x	x			x						x	
Kelsch Associates 610-363-0920	x								x						x						x	
Krapf's Coaches 610-594-2664	x							x	x	x	x	x				x					x	
Keystone Quality Transportation 610-566-2200						x			x	x	x	x									x	
Kids Kab	x									x											x	x
Leukemia Society 610-521-8274						x		x	x	x	x	x										
Lutheran Children & Family Services 800-700-LCFS	x							x	x	x	x	x										
Methodist Home 215-878-3600				x	x						x	x	x		x						x	
Metro Care Incorporated	x							x	x	x	x	x	x		x	x					x	
Mid-County Transportation 215-855-1777		x				x					x										x	
Montgomery Hospital (Montrex) 610-270-2501						x					x				x							
Montgomery County Blind Association 215-661-9800						x	x				x		x		x							
Muscular Dystrophy Association 610-729-0500							x	x	x	x	x					x	x				x	
Narcotics Anonymous 215-440-8400	x								x			x	x								x	
Neighborhood Service Centers 610-932-8557					x	x		x									x					

**Pennsylvania
Organization**

	All purpose	Family	Educational	Elderly	Employment	Medical	Social	Bucks	Chester	Delaware	Montgomery	Philadelphia	Sedans	Wagons	Vans	Buses	Taxi cabs	Other Vehicle	Fare Required	Age Restricted
Norristown Yellow Cab 610-277-1234					x					x										
Norris Square Senior Center 215-423-7241				x			x					x			x					x
North Light Community Center 215-483-4800						x						x						x		
Northeast Community Centers 215-335-0870						x						x			x					
Northeast YMCA 215-632-0100		x	x				x	x				x			x				x	x
Office of Housing & Community Development 610-344-6900	x								x						x	x			x	
Office of Vocational Rehabilitation 215-560-1900					x			x	x	x	x	x								x
Open Line 215-679-4112						x					x		x	x	x					x
Paoli Taxi Service	x								x								x		x	
Philadelphia Corporation on Aging 215-765-9000	x		x									x				x				x
Philadelphia Mayor's Office of Community Services (W. Oak Lane) 215-685-2870						x						x				x		x		x
Philadelphia Society for Services to Children 215-875-3400						x						x	x							x
PJ's Shuttle Service Inc.	x											x				x				
Presbyterian Children's Village 610-525-8396						x		x	x	x	x	x		x						x
Rainbow Transportation 610-696-6060	x								x	x				x			x			x
Retired Senior Volunteers Program 610-696-4476							x		x											x x
Riders Club Cooperative	x										x	x	x	x	x					x
Ronald McDonald House 215-387-8406						x						x			x					x
Roxborough Memorial Hospital 215-483-9900						x						x			x					
Saint Anne's Senior Citizen Center 215-426-9799	x											x			x					x x
Saint Rita's Senior Citizen Center							x					x			x					x x
Salvation Army of West Chester 610-696-8746					x			x	x						x					x x
Seamen's Church Institute 215-940-9900	x							x	x			x			x	x				
Sickle Cell Disease Association 215-471-8686						x		x	x	x	x	x			x					
Southern Home Services 215-221-1700						x	x	x	x	x	x	x			x					x x
Star Harbor Senior Center 215-726-7468							x					x	x		x					x
Supportive Children/Adult Network						x						x	x		x					x x
Suburban Transit Network Inc. 610-542-RIDE	x		x		x								x		x		x			x x
Surrey Service for Seniors 610-547-6404	x								x	x					x					x x

**Pennsylvania
Organization**

	All purpose	Family	Educational	Elderly	Employment	Medical	Social	Bucks	Chester	Delaware	Montgomery	Philadelphia	Sedans	Wagons	Vans	Buses	Taxi cabs	Other Vehicle	Fare Required	Age Restricted
Tabor Children's Services 215-348-4071					x		x	x				x	x		x					x
Thomas Community Center				x			x			x					x					x
Township of Abington 267-536-1000	x										x					x				x
Transit Aide, Inc. 215-426-8000						x		x		x					x					
Travelers Aid Society 215-523-7580					x	x		x		x	x				x					x
Tri-County Cab 610-495-5500				x	x					x										
Tri-County Fountain Center							x	x	x	x	x									x
Tri-State Transportation Service 215-336-8344	x							x	x	x	x	x	x		x					x
Valley Cab 215-679-6215				x	x						x									
Van Go 302-239-9133	x								x						x					x
Van Pool Services (VPSI) 800-826-7433					x			x	x	x	x	x			x					x x
Wheels Incorporated 215-563-2000	x					x		x	x	x	x	x			x					x x
Wordsworth 215-635-6600						x		x	x	x	x	x			x					x
Young Men's Christian Association 215-739-9914			x									x			x					x x

**New Jersey
Organization**

	All purpose	Family Educational	Elderly	Employment	Medical	Social	Burlington	Camden	Gloucester	Mercer	Sedans	Wagons	Vans	Buses	Taxi cabs	Other Vehicle	Fare Required	Age Restricted
A and C Senior Transport 609-419-4321	x									x						x	x	
Alcoholics Anonymous 856-486-4446					x		x	x	x	x			x			x		
Archway Programs 856-767-5757	x						x	x	x	x			x					
Association of Retarded Citizens 856-767-3650		x				x	x	x					x	x				x
Berlin Borough (residents only) 856-767-7777		x	x			x		x						x				x
Borough of Haddon Heights 856-546-9889			x			x		x						x				x
Borough of Lindenwold 856-783-2121	x							x					x	x				x
Victim/Witness Advocacy 609-588-7900		x					x	x	x	x		x						
Burlington County Transportation 609-265-5109	x				x		x						x					x
Board of Social Services 856-225-8800					x		x	x			x		x	x			x	x
Car-A-Van			x		x		x						x	x				x
Children's Home Society of NJ 609-695-6274		x				x				x						x		x
City of Camden Office of Aging 856-757-7339			x			x		x						x				x
Cross County Connection TMA 856-596-8228				x			x	x										
Crosstown 62 609-924-6162					x	x				x		x					x	x
Dooley House Inc. 856-541-1154					x		x	x	x				x					x
Efficient Medical Transportation					x			x	x				x					x
Ewing Township Van 609-883-2920			x		x	x				x		x						x
Friends in Service Here (FISH) 609-737-9123					x		x											x
Gloucester Township Transport 856-228-4000	x							x						x				x
Hamilton Township Seniors 609-890-3686					x	x				x		x		x				x
Harlingen Reformed Church 908-359-3556			x							x								x
Horizon Adult Medical Day Care 609-883-0020	x									x			x	x				x
Interfaith Caregivers of Trenton 609-393-9922	x									x								x
Interfaith Helpers	x								x		x	x						
Invalid Coach Services of NJ 609-568-7171					x					x								
Jewish Family Services 856-424-1333					x	x		x										x
Kangakab 609-424-5437	x						x	x	x				x					x
Lady of Lourdes Hospital 856-757-3500			x					x					x					x
Leukemia Society					x		x	x	x	x								x

New Jersey Organization	All purpose	Family	Educational	Elderly	Employment	Medical	Social	Burlington	Camden	Gloucester	Mercer	Sedans	Wagons	Vans	Buses	Taxi cabs	Other Vehicle	Fare Required	Age Restricted
Medicaid District Office 856-757-2870						x		x			x								
Metro Cab Incorporated	x							x	x	x		x	x	x					x
Mercer Street Friends Center 856-394-3232	x							x	x	x	x	x		x	x				x
Mount Laurel Township (Parks) 856-234-2623	x			x				x							x				x
Multiple Sclerosis Association 856-532-7667						x		x	x	x				x					x
Narcotics Anonymous						x	x			x							x		
Ruth Gottscho Kidney Foundation 908-688-2400						x		x	x	x	x								
Saint Francis Medical Center						x					x			x					x
Scarborough Senior Center	x										x				x				x
Senior Citizens United Community Services (SCUCS) 856-456-1121	x	x	x	x	x	x	x		x			x	x	x	x				x
South Jersey Council on AIDS 856-547-6600						x	x		x										
Special Transportation Services 856-307-4845				x		x				x			x	x	x				x
The Tender Inc.		x						x						x					x
Township of Evesham 856-983-2900	x							x						x					x
Transportation Resources Aid Disadvantaged Elderly (TRADE) 609-275-7433			x	x	x	x	x				x	x		x	x				
Van Pool Services Inc. (VSPI) 800-826-7433	x							x	x	x	x			x					
Veterans Services 856-787-3820						x								x					x
Washington Township (Gloucester) 856-589-3227	x									x					x				x
Wheels Plus 609-951-2122					x		x				x								x

DVRPC, 2004

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*Improving Access to
Opportunities in the
Delaware Valley Region*

APPENDIX E

Resolution by the DVRPC Board

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Title of Report: Improving Access to Opportunities in the Delaware Valley Region:
Areawide Job Access and Reverse Commute Transportation Plan

Publication No: 04009

Date Published: October 2004

Geographic Area Covered: DVRPC Nine-County Area

Key Words: Job access, reverse commute, transportation planning, employment centers, shuttle services, transportation management associations (TMAs), transit, employment forecasts, low-income persons, major employers, job access initiatives, affordability, environmental justice, barriers, welfare, TANF, new freedoms initiative, JARC program

Abstract: The magnitude of the welfare-to-work challenge calls for regional job placement strategies. To maximize placements, workers must learn to use the regional transit network and other transportation-related services to access job opportunities throughout the region. In the Delaware Valley, this includes commuting across state lines. Focusing on current access-to-jobs initiatives, this plan profiles employment characteristics, inventories current services and facilities, identifies transportation needs and service gaps, and provides strategies and recommendations to facilitate job access. DVRPC's Areawide Job Access and Reverse Commute Transportation Plan enables the Delaware Valley region to participate in the Federal Transit Administration's JARC grant program.

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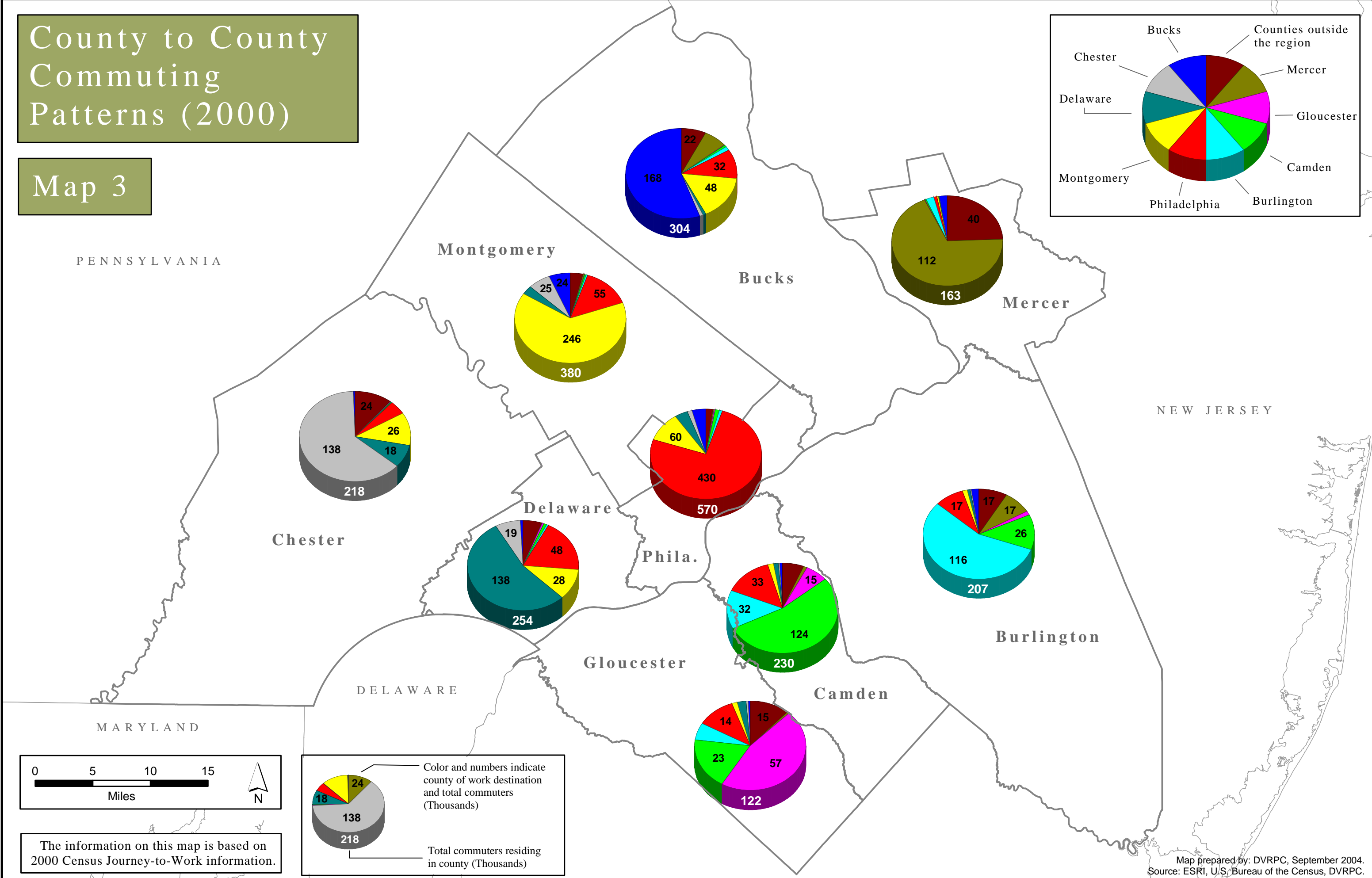
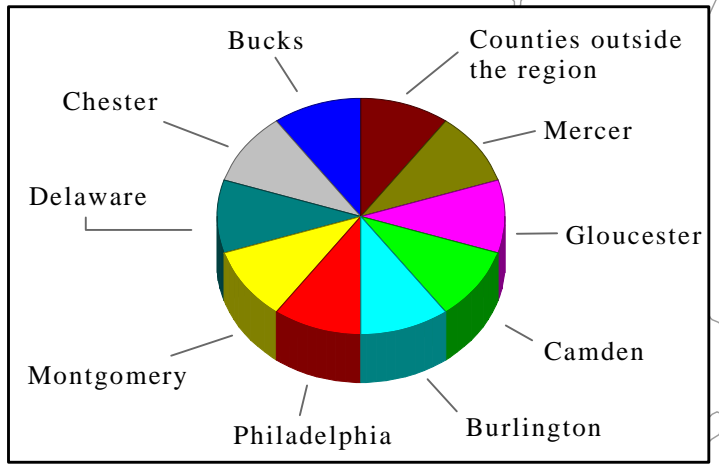
Delaware Valley Regional Planning Commission



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County to County Commuting Patterns (2000)

Map 3

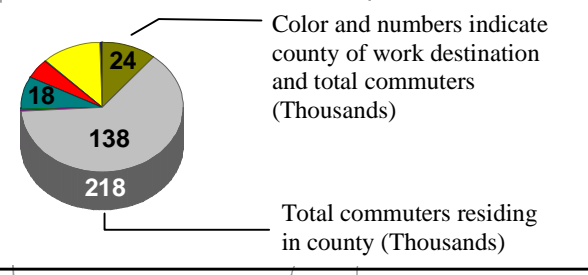
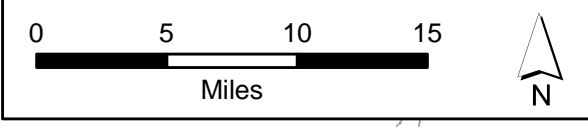


PENNSYLVANIA

NEW JERSEY

MARYLAND

DELAWARE



The information on this map is based on 2000 Census Journey-to-Work information.

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