

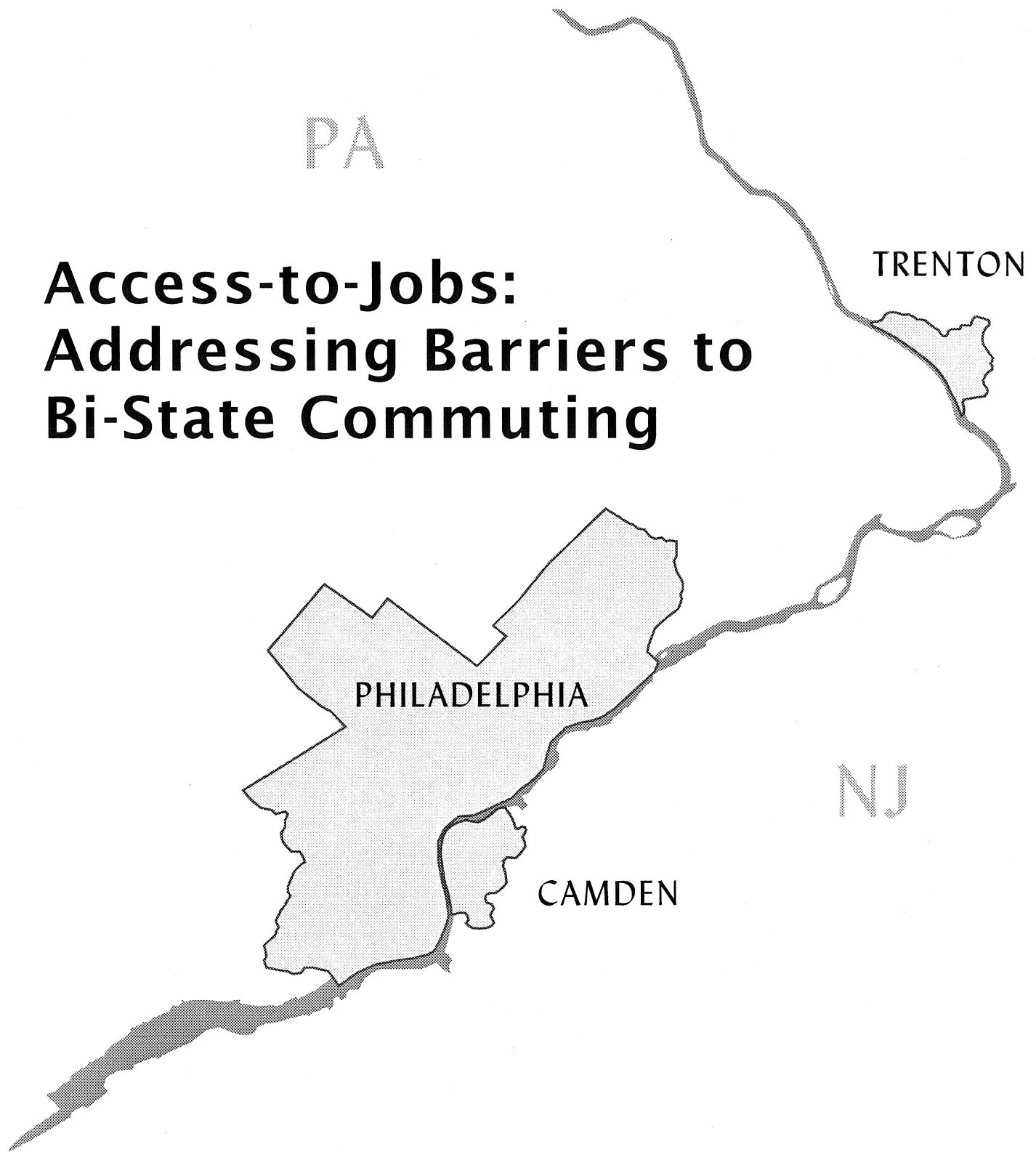
# **Access-to-Jobs: Addressing Barriers to Bi-State Commuting**



**Delaware Valley Regional Planning Commission**



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**Delaware Valley Regional Planning Commission**

**July 1998**

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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency which provides continuing, comprehensive and coordinated planning for the orderly growth and development 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. The Commission is an advisory agency which divides its planning and service functions between the Office of the Executive Director, the Office of Public Affairs, and three line Divisions: Transportation Planning, Regional Planning, and Administration. DVRPC's mission for the 1990s is to emphasize technical assistance and services and to conduct high priority studies for member state and local governments, while determining and meeting the needs of the private sector.



The DVRPC logo is adapted from the official seal of the Commission 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 flowing through it. 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.

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## Publication Abstract

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### ABSTRACT

The magnitude of the welfare-to-work challenge calls for regional job placement strategies. To maximize placements, new workers must learn to use the regional transit network to access job opportunities throughout the regional labor market. In the Delaware Valley, this includes commuting across state lines. Focusing on the welfare populations in the core cities of Philadelphia, Trenton and Camden, this report will (1) estimate the existing and potential markets for bi-state commutes, (2) identify barriers that limit bi-state work trips and (3) develop recommendations for overcoming these barriers.

*For More Information Contact:*



Delaware Valley Regional Planning Commission

Regional Planning Division

The Bourse Building

111 South Independence Mall East

Philadelphia, PA 19106-2515

Phone: (215) 592-1800 Fax: (215) 592-9125

[www.dvrpc.org](http://www.dvrpc.org)



**ACCESS-TO-JOBS:  
ADDRESSING BARRIERS TO BI-STATE COMMUTING**

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## EXECUTIVE SUMMARY

Federal and state welfare reform has prompted cities and regions to explore new ways to help public assistance recipients make the transition from welfare to work. In the three largest cities of the Delaware Valley region, over 77,000 households were receiving Temporary Assistance for Needy Families (TANF) cash assistance in early 1998. TANF heads of household are now subject to time limits and work requirements that substantially redefine benefits eligibility. While time-limited welfare has raised the stakes, widespread job decentralization and limited auto ownership combine to complicate the task of commuting between urban neighborhoods and suburban job centers.

Welfare-to-work is a *regional* challenge. New workers must be willing and able to use the *regional transit network* to commute to job opportunities throughout the *regional labor market*. Because the Delaware Valley region includes Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania and Burlington, Camden, Gloucester and Mercer counties in New Jersey, regional access-to-jobs strategies need to explore the viability of commuting across the Delaware River. Focusing on the welfare populations in the core cities of Philadelphia, Trenton and Camden, this report estimates the existing and potential markets for bi-state commutes, identifies barriers that limit bi-state work trips and develops recommendations for overcoming these barriers.

By analyzing estimated travel times of the existing SEPTA, NJ Transit and PATCO transit system, DVRPC identified a significant number of employment centers across the Delaware River that are accessible from the core cities of Camden (24 centers), Trenton (12 centers) and Philadelphia (29 centers). While not every job in each of these employment centers is both transit accessible and suitable for entry level workers, there is substantial evidence that the existing transit network is capable of supporting a significant level of bi-state commuting. Persons coming off welfare, most of whom do not own automobiles, represent a sizable potential ridership for the region's transit agencies.

Efforts to promote bi-state commutes must overcome several obstacles that are specific to work trips that cross state lines. These include:

- Information Gaps and Psychological Barriers
- Complex and Costly Transfers Between Transit Systems
- Single-State Transit Vouchers and Fare Instruments
- Administrative Barriers

This report examines each of these barriers in more detail and concludes with a series of recommendations to facilitate bi-state commuting.



## **ACCESS-TO-JOBS: ADDRESSING BARRIERS TO BI-STATE COMMUTING**

### **I. INTRODUCTION**

While “reverse commute” initiatives have long been of interest to transportation planners and economic development specialists, they are now generating considerable attention among job developers and human services professionals as a result of welfare reform. New work requirements and the five year lifetime limit on federal welfare benefits eligibility contained in the “Personal Responsibility and Work Opportunity Reconciliation Act of 1996” have created a pressing need for welfare recipients to enter the workforce as quickly as possible. Although helping welfare recipients move off the public assistance rolls and into the workforce has always been a goal of welfare reform, time limits and other work requirements have greatly raised the stakes of failure to achieve that goal.

The Urban Institute<sup>1</sup> estimates that over 90 percent of welfare parents are single mothers, most of whom are in their twenties or thirties. Nearly 60 percent of adult 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 1990 Census, however, only about 6 percent of welfare recipients own 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. Table One illustrates this trend for the Delaware Valley region for the 1970-90 period.<sup>2</sup> While the region as a whole experienced moderate job growth of 19.2 percent, employment in the core cities of Philadelphia, Trenton and Camden declined by 13.2 percent during this same period. These three cities, which were home to half of the region’s jobs in 1970, accounted for only slightly more than one-third of the region’s job base by 1990. What was once a highly industrial and city-centered economy has been transformed into a more diversified labor market with a growing number of employment centers extending throughout the region. 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.

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<sup>1</sup> Demetra Smith Nightingale, “A General Profile of the Welfare Population,” The Urban Institute (March, 1997).

<sup>2</sup> The nine-county Delaware Valley region includes the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania, and Burlington, Camden, Gloucester and Mercer in New Jersey.

**Table One**  
**Job Decentralization in the Delaware Valley Region, 1970-1990**

(Number of jobs)	1970	1980	1990	% Change, 1970-1990
Philadelphia, PA	876,481	760,156	761,244	-13.1%
Trenton, NJ	64,728	61,896	58,227	-10.0%
Camden, NJ	46,689	38,959	38,570	-17.4%
Subtotal - Core Cities	987,898	861,011	858,041	-13.2
Delaware Valley Region (9 county)	1,968,000	2,076,000	2,434,000	+19.2%
Core cities as a % of Region	50.2%	41.5%	35.9%	---
Source: DVRPC, <i>Journey-to-Work Trends in Camden, Trenton, Chester and Philadelphia, 1970-1990</i> (1994).				

In addition to the geographic mismatch between suburban jobs and urban workers, the influx of relatively low-skill former welfare recipients to the labor market will compound a human capital skills mismatch in the regional labor market. The U.S. Conference of Mayors found that 92 percent of responding cities reported that they will not have a sufficient number of low-skill jobs to allow compliance with federal welfare work participation requirements. Within the City of Philadelphia, officials estimate a 53,400 local job shortfall among persons currently seeking low-skill jobs and those attempting to enter the workforce in FY97 and FY98.<sup>3</sup> Absent jobs within the city limits, new workers must compete for jobs regionally.

But what are the boundaries of the regional labor market? Resident workers from the core cities of Camden, Philadelphia and Trenton generally operate in a bi-state market that covers portions of southeastern Pennsylvania and southern New Jersey.<sup>4</sup> U.S. Census Bureau journey-to-work data indicates that out of a regional workforce of about 2.4 million, approximately one in seventeen workers crossed the Delaware River to travel to a job in the Greater Philadelphia region in 1990. This included 63,000 who commuted from Pennsylvania to New Jersey and 81,000 who traveled from New Jersey to Pennsylvania. With few exceptions, these work trips make use of river crossings in one of two parts of the region: *Trenton-Bucks County* and *Philadelphia-Camden*.

Welfare reform has prompted cities and regions around the country to engage in new access-to-jobs initiatives. Early results have identified several general welfare-to-work barriers,

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<sup>3</sup>The United States Conference of Mayors, "Implementing Welfare Reform in America's Cities," (November 1997) pages 3, 9.

<sup>4</sup>Although small numbers of workers in these cities commute to jobs in New York, Delaware and Maryland, the most significant flows of workers are between Pennsylvania and New Jersey.

including transit service availability (especially for non-first shift workers), affordability of fares and transportation aspects of child care. In addition to these obstacles, bi-state commuters -- especially current and former public assistance recipients -- confront several hurdles that are unique to work trips that cross state lines:

- Information Gaps about Psychological Barriers
- Complex and Costly Transfers Between Transit Systems
- Single-State Transit Vouchers and Fare Instruments
- Administrative Barriers

Focusing on the welfare populations in Philadelphia, Trenton and Camden, this report will (1) estimate the existing and potential markets for bi-state commutes, (2) identify barriers that limit bi-state work trips and (3) develop recommendations for overcoming these barriers.

## **II. THE MARKET FOR BI-STATE COMMUTES**

### **The Regional Transit System and Bi-State Commuting**

The region's bi-state transit system is made up of three major public transportation operators and a number of commercial and non-profit organizations that provide transportation services. Key bus and rail routes in this system are described in Appendix I.

*New Jersey Transit (NJT)* operates 30 regular bus routes in Camden County, 20 of which are regional interstate bus routes that provide service to Philadelphia.<sup>5</sup> Buses traveling from New Jersey to Philadelphia make a loop in Center City, following Vine Street west to 6th Street, 6th Street south to Market Street, Market Street west to Broad Street, and north back to Vine. Unlike SEPTA buses which stop at almost every intersection in Center City, NJ Transit buses stop at designated corners only (three stops on 6th Street, seven stops on Market Street, one stop on Broad Street and three stops on Vine Street). NJT bus routes have the potential to serve transit-dependent persons in both Philadelphia and Camden. In addition, NJT service to its Trenton hub provides additional connections to SEPTA bus and rail service for Trenton residents.

*Southeastern Pennsylvania Transportation Authority (SEPTA)* operates the fifth largest transit system in the nation with a 2,200 square mile service area covering southeastern Pennsylvania. SEPTA's 127 bus and R3 and R7 regional rail routes provide interstate service to Trenton and West Trenton. In addition, its hub of operations in Center City Philadelphia creates opportunities for Philadelphia residents to transfer from SEPTA to NJT or the PATCO high-speed line to travel to New Jersey employment centers.

*Port Authority Transit Corporation (PATCO)* provides direct service between Center City Philadelphia and southern New Jersey. PATCO runs a 14.2 mile rail line from Lindenwold, NJ

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<sup>5</sup>Mundle & Associates, Inc. Draft Deliverable #2 - Camden County Profile and Inventory of Services and Facilities (1998), page 26.

to Center City Philadelphia with nine stations in New Jersey and four in Philadelphia that operate 24 hours a day. NJ Transit provides connecting bus service to most of the New Jersey stations. While SEPTA-PATCO trips are an important link in the regional transportation network, this report will primarily focus on coordination between SEPTA and NJT since PATCO, as a fixed rail system, offers little flexibility for change.

***Private Carriers and Not-for-Profit Transportation Providers*** augment the scheduled and fixed-route transportation services offered by NJ Transit, SEPTA and PATCO. While smaller in scale, these entities often have more flexibility to respond quickly to new market opportunities. Examples of these routes and services include:

- Scheduled and demand-responsive service by non-profit organizations such as Senior Citizens United Community in Camden County;
- Employer-contracted transportation services by Suburban Transit and other private sector transportation companies to cover trips outside existing transit agency service areas; and
- Commuter van pool providers such as VPSI and Vanpool New Jersey that lease vans to individuals for the purposes of promoting ridesharing among the region's major employers.

As part of the 1997-98 New Jersey County Transportation Coordination Planning Process, each county is preparing an inventory of existing transportation services, including private carriers and not-for-profit transportation providers. These inventories are being prepared by Multisystems for Mercer County and by Mundle & Associates for Camden County and are expected to be complete by July, 1998. There is currently no known parallel effort on the Pennsylvania side of the Delaware River to inventory transportation providers operating in southeastern Pennsylvania.

## **Bi-State Commuting Patterns**

Table Two summarizes existing bi-state commuting patterns for Camden, Trenton and Philadelphia resident workers using 1990 journey-to-work data. While Camden residents have

**Table Two - 1990 Census Bi-state Journey-to-Work Travel Patterns in Core Cities**

	Bi-state Work Trips (Percent of all work trips)	Mode Split (Distribution for bi-state trips only)			
		Drive Alone	Carpool/ Vanpool	Transit	Other
Camden-to-Pennsylvania	3,262 (12.4% of all work trips)	41.2%	22.0%	34.7%	2.1%
Trenton-to-Pennsylvania	1,538 (4.3% of all work trips)	60.0%	30.5%	6.7%	2.3%
Philadelphia-to-New Jersey	21,348 (3.4% of all work trips)	67.4%	15.8%	13.9%	2.8%
Source: DVRPC, <i>Journey-to-Work Trends in Camden, Trenton, Chester and Philadelphia, 1970-1990</i> (1994).					

the greatest incidence of bi-state commuting (12.4 percent of all work trips), Philadelphia has by far the highest number of resident workers who work across the river (21,348 bi-state commuters). Analysis of mode split shows that while driving alone is the most popular method of travel, car pool, van pool and transit are viable options for many bi-state commuters in all three core cities. Over one-third of Camden-to-Pennsylvania work trips are taken on transit with another 22 percent of commuters using car or van pools. Over 30 percent of Trenton resident workers use ridesharing, primarily to Bucks County destinations.

It is important to note that Table Two refers to the region's general population which is more likely to have access to private automobiles than welfare recipients. Because driving alone is generally not an option for persons entering the workforce from public assistance, this group will be more likely to use transit and other ridesharing alternatives than the public-at-large.

### **Welfare Reform in Pennsylvania and New Jersey<sup>6</sup>**

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. While the details of the federal legislation are complex, two things stand out: (1) for individuals, a five-year lifetime limit on TANF benefits eligibility and (2) for states, the ability and incentive to enact work requirements for public assistance recipients.

The five-year lifetime cap on TANF benefits eligibility for adult heads of household has critical welfare-to-work policy implications. When this clock expires, recipients are in effect "laid off" from welfare and may receive no more TANF-funded assistance. While persons will still be eligible for Medicaid and other benefits funded exclusively from state 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 time 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 that will be granted on an individual basis. People over 60; 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 time limits. Pennsylvania has not yet issued any guidelines for hardship exemptions.

Another key feature of the federal law is the schedule of work participation requirements on state caseloads. For FY1998, at least 25 percent of all TANF recipients must be in allowable work activities at least 20 hours per week, a standard which rises to 50 percent of all participants and 30 hours a week by FY2002. States that fail to meet these benchmarks are fined five percent of their total TANF block grant by the federal government. At the same time, TANF gives states more flexibility to design and administer welfare programs to meet their work participation

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<sup>6</sup> Background material drawn from Charles F. Thomson, 21st Century League, *Differences across the Delaware: Workforce Development Strategies in Pennsylvania and New Jersey* (October 1997) pages 21-22.

requirements. Most states, including Pennsylvania and New Jersey, have responded by establishing work rules for welfare recipients that require them to participate in work activities to maintain their eligibility status. Allowable work activities typically include working, looking for work, or taking part in a work-related activity such as job training, community work or subsidized work.

Pennsylvania and New Jersey welfare rolls grew steadily between 1989 and the mid-1990s, with New Jersey peaking at 126,000 in 1993 and Pennsylvania at 210,000 in 1994. Calculated based on 1994-95 caseloads and funding levels, New Jersey receives \$404 million and Pennsylvania \$719.5 million in federal TANF block grants. Welfare benefits levels to individuals and families do not differ dramatically between Pennsylvania and New Jersey. Both states offer continuing cash, Medicaid, child care, transportation and other services to encourage the transition to work. New Jersey, however, offers two years of Medicaid and child care to those who have left the rolls for employment while Pennsylvania offers a single year of each.

Pennsylvania's blueprint for welfare reform is Act 35 of 1996. It stipulates that all heads of household must conduct an independent job search for a minimum of eight weeks upon entering the Pennsylvania system. After the job search is completed, persons may, at the discretion of their case worker, qualify for other programs such as basic or more specialized job training. For a maximum of twelve months, a recipient can also use general and vocational education, English as a Second Language or job skills training to meet their work requirement. After 24 months, all recipients must either be working or participating in a work-related activity for at least 20 hours a week to qualify for federal or state assistance. Allowable activities are unsubsidized work, subsidized employment, work experience, on-the-job training, community service or workfare. The two-year "work requirement" clock will expire for the first group of Pennsylvania recipients on March 3, 1999.

Work First New Jersey also set a two-year limit on cash assistance absent participation in an allowable work activity. The State requires a recipient to "commence participation in a work activity, self-directed job search or other activities as determined by the Commissioner [of Human Services], at some time prior to having received 24 months of benefits" and provides that "a recipient who fails to actively cooperate with the program or participate in required work activities is subject to a loss of cash assistance."<sup>7</sup>

Simply put, work requirements and the lifetime limit on benefits eligibility mean that the overwhelming majority of today's welfare recipients need to enter the workforce within the next couple of years or face the prospect of subsisting without legal means of support. The impact of these policies will be felt most heavily in the region's core cities.

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<sup>7</sup> New Jersey Department of Human Services - Welfare Reform website.



## Target Ridership: Welfare Population in Camden, Trenton and Philadelphia

**Table Three**  
**Welfare Dependency and Auto Ownership in Core Cities**

	<b>TANF Households (1998)</b>	<b>Zero-Car Households as a Percent of all Households (1990 Census)</b>
<b>Camden</b>	7,500	42%
<b>Trenton</b>	4,500	30%
<b>Philadelphia</b>	65,000	38%
<b>Total</b>	77,000	---

Source: TANF households from county welfare offices and the City of Philadelphia for the latest available month in 1998 and have been rounded to the nearest hundred. Car ownership data from 1990 U.S. Census.

The relative merits of welfare reform remain the subject of intense debate both nationally and locally. However, one fairly straightforward effect of time limits on welfare eligibility is to raise the cost of delay. This is true for both individual welfare recipients (for whom the clock is ticking) and for communities with significant concentrations of public assistance households (which will likely shoulder a large share of the cost of caring for those who have exhausted their federal welfare eligibility). Table Three documents the level of welfare dependency and the share of zero-car households in Camden, Trenton and Philadelphia. In 1998, an estimated 77,000 TANF households were living in Camden, Trenton and Philadelphia. While auto ownership rates are not available from the Census Bureau for the TANF population alone, the percent of zero-car households in the general population ranges from a low of 30 percent (Trenton) to 42 percent (Camden). The incidence of transit dependency among the TANF population is likely substantially above those rates. As a result, improving transit accessibility to key job centers will be critical to the region's ability to successfully implement welfare reform.

Persons making the transition from welfare-to-work, like any other segment of the labor force, will commute from their homes to multiple employment destinations throughout the region. Not all of these job centers, however, are equally accessible, particularly for transit-dependent persons. *This report focuses on bi-state commutes where transit service already is in place and is operating at appropriate hours to accommodate work schedules of entry-level employers. While additional service and/or expanded operating hours are most likely warranted in some areas, questions of new service provision are beyond the scope of this analysis.*

Being hired for a job is just the first step in making a successful transition to 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. While willingness to travel will vary from person to person, the viability of a commute is typically determined by three factors:

- *Financial cost.* By definition, budgets are tight for the welfare population.
- *Travel time.* In addition to total trip time, multiple transfers between different routes are undesirable because each transfer creates the potential for a missed connection and delay.
- *Distance from home.* In addition to psychological and cultural barriers facing city residents in suburban workplaces, transit-dependent single parents must feel confident that they can quickly return to their homes in the event of an emergency.

Workers balance these costs of commuting against the expected benefits. In addition to cash wages, for the welfare population this may mean compliance with work requirements and the associated benefits. New entrants to 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 (currently \$5.50).

### **Case Studies: Bi-state Commuting Initiatives for Welfare and Entry Level Workers**

***Trenton to Southeastern Pennsylvania.*** The Greater Trenton area is enjoying an extremely strong labor market in both Mercer and Bucks Counties. Job developers at the New Jersey Department of Labor reported a considerable level of bi-state traffic for the welfare and entry level clients. There have been numerous efforts to provide the transportation link to create or improve access to job sites, not all of which have been successful.

- UPS in Horsham (Montgomery County) hired 50 Trenton workers in September, 1997 with the proviso that UPS would pay for a bus to transport the workers through year-end. The ride from Trenton to Horsham is approximately 35 minutes, one-way. NJ Transit estimated that it would cost \$62,000 annually to continue bus operations from Trenton to serve the third shift at the Horsham facility. Although the Greater Mercer Transportation Management Association (TMA) attempted to broker a deal with NJ Transit, UPS, New Jersey Department of Human Services, New Jersey Department of Labor and Mercer County, no agreement was forthcoming and service was discontinued in 1998. At the end of the 1997-98 holiday season, UPS wanted to hire fifteen to twenty Trenton workers as permanent employees, but couldn't because of lack of transportation.
- A temporary services agency recently placed 30 Trenton workers in jobs in Morrisville, PA (Bucks County) at a company that manufactures laundry detergent. The agency is operating a van for their Trenton workers, charging \$5.00 a day for round-trip service. Because most workers are earning only \$5.50 an hour, transportation costs generally exceed 10 percent of gross pay for an eight hour shift.
- The Greater Mercer TMA reported that Toll Brothers in Morrisville was looking in Trenton for unskilled labor for construction positions. Although the TMA was able to come up with a proposal to run low cost bus service for around \$35 per hour, the necessary public-private partnership to fund this venture did not materialize.
- Several years ago when Route 1 was under construction, the Greater Mercer TMA contracted with a private carrier to provide bus service along the Pennsylvania-New Jersey

Route 1 corridor. No fares were charged and ridership, which was not restricted to the welfare population, was estimated at 80 passengers per day.

- Department of Labor sources report that Pennsylvania workers also commute to Mercer County jobs. Recent entry level opportunities include 300 jobs at Katmandu (a popular bar/restaurant in Trenton), several hundred positions at the Bell Atlantic Networking complex in West Trenton, and a Canadian company moving into former-CV Hill complex (also in West Trenton). New Jersey employers routinely advertise in Philadelphia and Pennsylvania newspapers to fill open positions.

***Camden to United Parcel Service at Philadelphia International Airport.*** In an agreement with UPS, NJT created Route 415 to provide service between Camden and the UPS distribution center near the Philadelphia International Airport for the third work shift. Route 415 makes one round-trip per day with numerous stops in Camden between 9:20 and 9:40 p.m. and arrives at UPS at 10:00 p.m. The return trip leaves UPS at 3:05 a.m. and makes the last stop in Camden at 3:45 a.m. On the return trip, the bus will stop at any point along the route in Camden upon request from riders, as per the NJT "Request A Stop" safety program. There are currently approximately 35 riders on this route. UPS is a member of the national *Welfare-to-Work Partnership* and as part of this commitment, UPS offers Delaware County Community College courses at its Philadelphia International Airport distribution center to help its workforce gain educational credentials. In mid-February, a local UPS representative reported that at the Airport facility alone, UPS had 40 to 50 open part-time positions starting at \$8.50 per hour with eligibility for benefits after six months.

***Philadelphia to Camden.*** The Mayor's Office of Community Services (MOCS) in Philadelphia is building a favorable job placement track record through its *Workwise* program. MOCS provides job readiness training, job matching and, most importantly, on-site coaching to encourage job retention. Participants are single parents with limited or no work history and no more than nine years of formal schooling. While the vast majority of its placements have been in Pennsylvania, *Workwise* is mining leads in southern New Jersey via its network of franchise hotel and retail establishments. For example, after making placements at various Hilton hotels in Pennsylvania, *Workwise* job developers contacted the Cherry Hill Hilton and were able to place three Philadelphia clients. These workers have a relatively direct commute from Philadelphia via the NJ Transit 406 bus route which stops at the hotel. The fact that an estimated three-quarters of the hotel's staff commute from Philadelphia is evidence of the viability of the commute. Although the current level of placements of Philadelphia clients in New Jersey jobs is relatively modest, *Workwise* intends to mine opportunities at the Home Place, TJ Maxx and other New Jersey retail franchises to increase its bi-state network.

### **Identifying Viable Bi-State Commutes from Core Cities to Employment Centers**

In 1996, the Delaware Valley Regional Planning Commission completed an analysis of employment centers in the nine-county DVRPC region that includes Burlington, Camden, Gloucester and Mercer Counties in New Jersey and Bucks, Chester, Delaware, Montgomery and Philadelphia Counties in Southeastern Pennsylvania. DVRPC identified and mapped 124

employment centers throughout the region using 1990 Employment Density, Non-Residential Land Use, Business Parks and Shopping Centers data files. Planning staff made preliminary delineations of employment center boundaries which were subsequently reviewed and refined by members of individual county planning departments. For the nine-county region, over 88 percent of all jobs in 1990 were located within the 124 mapped centers. Collectively, they account for nearly 2.4 million of the region's 2.7 million 1990 jobs.

Overlaying DVRPC's employment centers with the regional transit network provided the basis for identifying viable bi-state commutes for welfare recipients in Camden, Trenton and Philadelphia. The results of this analysis are illustrated in Maps 1, 2 and 3 with more detailed descriptions of specific commutes presented in Appendix II. For each of the three core cities, DVRPC completed the following steps:

- (1) *Identify relatively proximate employment center across the Delaware River.*
- (2) *Determine transit routes from transit hub of core city to employment center.* Although this is a simplifying approach, it provides a reasonable first cut for urban populations as a whole.
- (3) *Calculate total fare and estimate travel time to a sample destination for each employment center.* Recognizing that not all work places in a given employment center are equally accessible, DVRPC attempted to select destinations likely to yield significant numbers of job opportunities.
- (4) *Review results and categorize the commutes into tiers based on travel time:*
  - Tier One: Less than 30 minutes on transit
  - Tier Two: 30 to 60 minutes on transit
  - Tier Three: Over 60 minutes on transit

Total travel time was difficult to estimate accurately for two reasons. First, this analysis does not include the "first-leg" of the trip from home to a transit hub. While some people may live close to hubs, for others this can be a significant trip in and of itself. Second, this analysis does not reflect transfer or layover time between different routes. Wherever possible, trips were designed to use high frequency modes of service to minimize layovers. Nonetheless, layovers between trip segments may significantly add to travel time for some commutes, e.g., 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 grouped into tiers based on travel time because there is no absolute threshold for defining the limits of a reasonable commute. People have different preferences and tolerances for commuting, and the payoffs that they receive from traveling to distant jobs also vary from situation to situation. According to the 1990 Census, mean travel time for resident workers in the region's core cities varied from a low of 19.6 minutes (Trenton resident workers) to 21.7 minutes (Camden) to 27.4 minutes (Philadelphia). Based on these averages for the population at large, it is reasonable to assume that most persons entering the workforce will find Tier One trips (under 30 minutes) to be acceptable; Tier Two (30 to 60 minutes) and Tier Three

trips will require higher levels of motivation. It is possible, but by no means certain, that work requirements and time-limits on welfare eligibility may provide that motivation. Results of this analysis are summarized in Table Four. Key findings include:

- Camden residents have the most Tier One bi-state commute options covering more than 433,000 jobs in six employment centers. This level of access reflects direct service by NJT feeder buses to the region's major job center in Center City Philadelphia with easy connections to other nearby job centers via the Market-Frankford and Broad Street Lines.
- Trenton and West Trenton residents have access to the second highest number of Tier One 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 the Route 1 Business employment center.
- Although several New Jersey destinations are accessible in under 30 minutes from Center City Philadelphia, the bulk of the identified bi-state work trips fall in the 30 to 60 minute range. These commutes, covering six New Jersey employment centers which are home to more than 460,767 jobs, primarily utilize NJT bus routes 400-419.

**Table Four**

**Summary: Bi-State Commutes Originating from Camden, Philadelphia and Trenton**

	<b>Tier One (Under 30 minutes)</b>	<b>Tier Two (30 to 60 minutes)</b>	<b>Tier Three (Over 60 minutes)</b>	<b>Total</b>
<i><b>Camden to Pennsylvania</b></i>				
<b>Number of Employment Centers</b>	6	9	9	24
<b>1990 Jobs</b>	433,410	237,416	232,305	903,131
<i><b>Philadelphia to New Jersey</b></i>				
<b>Number of Employment Centers</b>	3	15	11	29
<b>1990 Jobs</b>	41,525	276,837	183,889	502,251
<i><b>Trenton to Pennsylvania</b></i>				
<b>Number of Employment Centers</b>	3	7	2	12
<b>1990 Jobs</b>	58,482	474,360	99,869	632,711
<b>Table Notes:</b> Travel time estimates do not include the "first-leg" of the trip from home to transit hub or layover time between different routes for trips requiring transfers. Employment center definitions are from DVRPC's <i>Employment Centers in the Delaware Valley</i> (1996). Because the "Camden to Pennsylvania" and "Trenton to Pennsylvania" analyses both include jobs in the same employment centers, sub-totals for these cities should not be combined to avoid double-counting.				

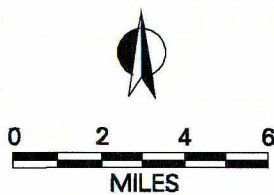
While not every welfare recipient will be able to access every job in every employment center, there is substantial evidence that the existing transit network is capable of supporting a significant level of bi-state commuting. Persons coming off welfare, most of whom do not own automobiles, represent a sizable potential ridership for the region's transit agencies. However, efforts to promote bi-state commutes must overcome several obstacles that are specific to work trips that cross state lines. These include:

- Information Gaps and Psychological Barriers
- Complex and Costly Transfers Between Transit Systems
- Single-State Transit Vouchers and Fare Instruments
- Administrative Barriers

The next section of this report reviews these barriers in more detail. The concluding section of this report offers recommendations for addressing these obstacles.



# Camden Origins to Pennsylvania Destinations



## Transit - Accessible 1990 Employment Centers

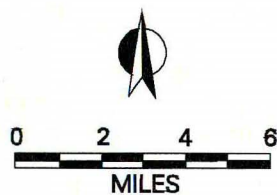
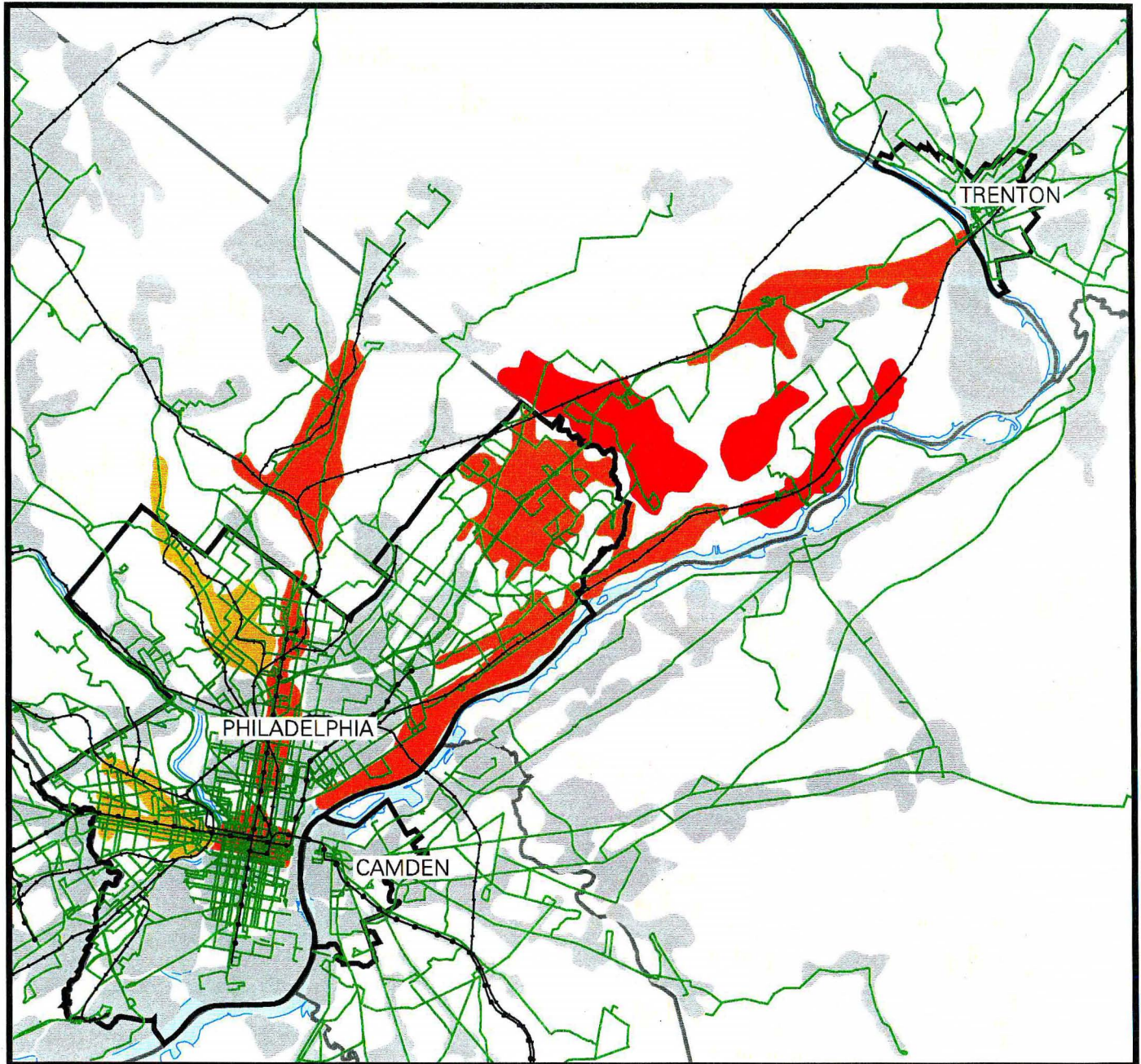
- Under 30 minutes
- 30 to 60 minutes
- Over 60 minutes
- Other Employment Centers

- Commuter rail
- Rapid Transit
- Bus Routes





# Trenton Origins to Pennsylvania Destinations



## Transit - Accessible 1990 Employment Centers

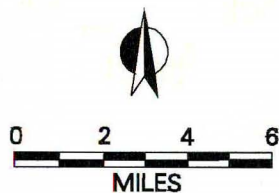
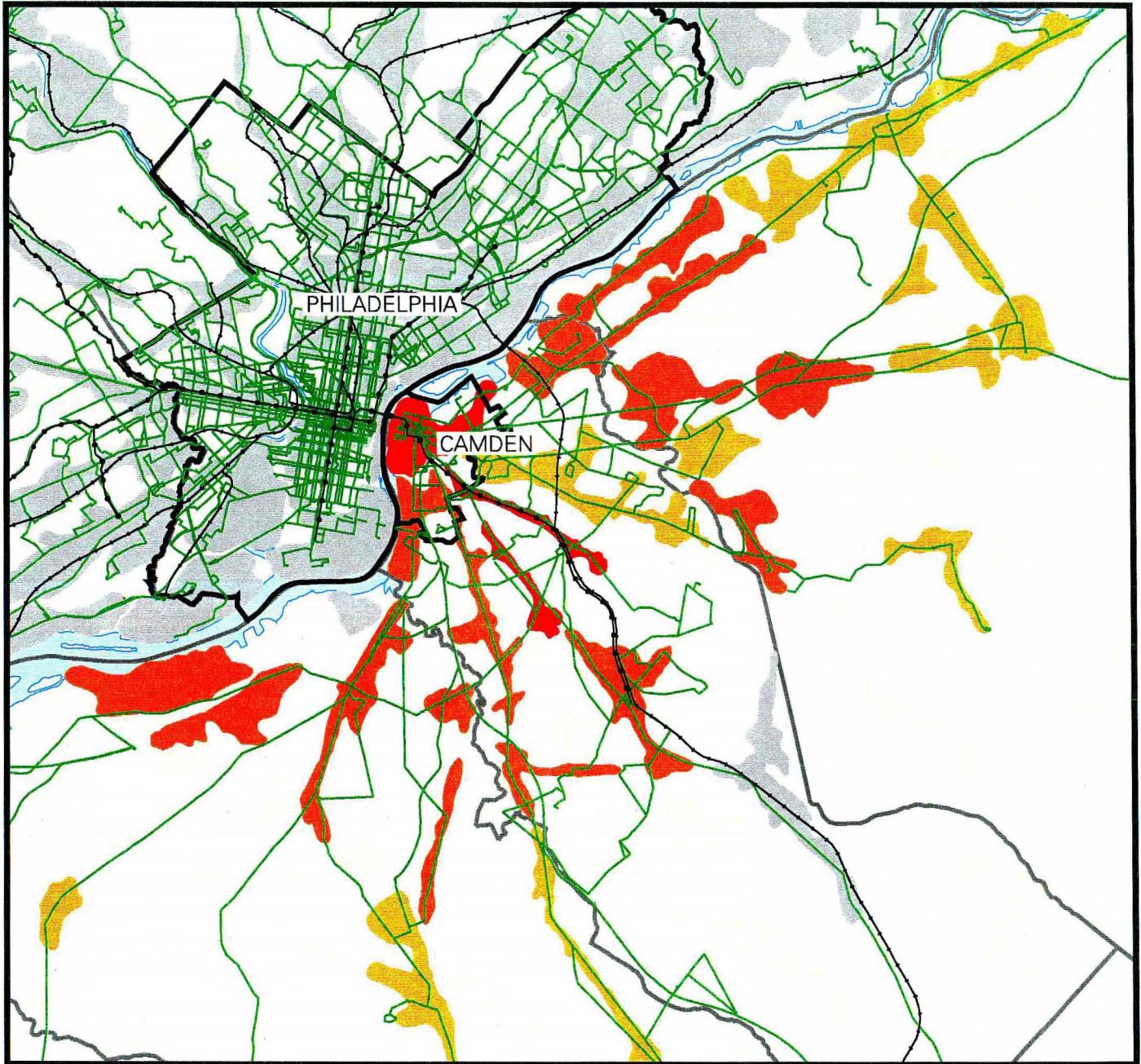
- Under 30 minutes
- 30 to 60 minutes
- Over 60 minutes
- Other Employment Centers

- Commuter rail
- Rapid Transit
- Bus Routes





# Philadelphia Origins to New Jersey Destinations



## Transit - Accessible 1990 Employment Centers

- Under 30 minutes
- 30 to 60 minutes
- Over 60 minutes
- Other Employment Centers

- Commuter rail
- Rapid Transit
- Bus Routes



### III. BARRIERS TO INTERSTATE COMMUTING

#### Information Gaps and Psychological Barriers

Despite numerous connections between the Pennsylvania and New Jersey portions of the region, information about job openings does not always flow freely across the Delaware River. In part this has to do with the way that people network for jobs. Most people, welfare recipients included, rely on friends and family to find work.<sup>8</sup> To the extent that these personal networks are predominantly local, the job leads they generate will be local as well. Without access to information about jobs throughout the regional labor market, job seekers are unlikely to secure positions far from home.

Job developers and welfare caseworkers also tend to think and act locally. As part of DVRPC's ongoing efforts to improve access to jobs, the Commission held focus groups with job trainers and community based organizations in the fall and winter of 1997. Focus group participants reported that there is currently no centralized or systematic way to get information about job openings on a regional basis. Generally speaking, each organization maintains its own job bank that is carefully developed over time and reflects established employer-job developer relationships. Individual job training and placement organizations are often hesitant to share their job bank information with others who might, inadvertently or otherwise, alienate employers by making inappropriate job placements. While cultivating long-term relationships with select employers may make sense for individual job developers, it may have the unintended side effect of limiting their clients' job search to a smaller set of opportunities.

Another kind of labor market information gap arises in that employers may be unfamiliar with organizations that are operating from a different state. For example, even though the *Workwise* program is well known and well respected in Philadelphia, it is a relative newcomer in southern New Jersey. One *Workwise* job developer observed that because the program has no counterpart in Work First New Jersey, "We were Greek to them [New Jersey employers] at first." As a result, it was necessary to spend some time educating employers about *Workwise* fundamentals before they would hire its Philadelphia clients.

There are also very real psychological and cultural barriers that may deter some people from attempting inter-state commutes. Other things held equal, most people prefer to work close to home where the surroundings are more familiar and there are relatively fewer unknowns. Although measured in miles or minutes, the trip from Philadelphia to Cherry Hill is shorter than the trip from Philadelphia to King of Prussia, the bi-state journey is commonly perceived as longer and the destination more intimidating because it involves crossing state lines. While the impact of these psychological and cultural barriers is difficult to quantify, they can be decision-altering factors for new entrants to the workforce, especially for those who are operating at the lower end of the pay scale. As one Philadelphia-based job developer reported, "It was hard to get people from Philadelphia into Bucks, Delaware, and Montgomery counties for jobs that pay less than \$7 an hour, much less convince them to cross the river."

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<sup>8</sup>Jo Anne Schneider for the 21st Century League, "Working and Welfare," December 1997, page 5.

Although information gaps about job openings in the regional labor market and psychological and cultural barriers about traveling to new and relatively unknown destinations are not, strictly speaking, transportation issues, they remain important barriers to bi-state commuting. Failure to identify and address these obstacles could undermine otherwise well-conceived transportation initiatives.

### **Complex and Costly Transfers Between Transit Systems**

Many of the bi-state work trips described in Appendix II require workers to travel on two of the region's three transit systems. Although there are numerous physical connections between NJT, SEPTA and PATCO, the lack of a common fare instrument can make transferring between different systems unnecessarily costly and complex, creating an obstacle to bi-state travel for the welfare-to-work population. Persons coming off welfare to entry level jobs are generally unable to afford two separate fares. In addition, information barriers on how to make connections between different transit systems can artificially limit new workers' job searches.

No joint fare packages are available for NJT-to-SEPTA or NJT-to-PATCO trips.<sup>9</sup> For PATCO-TO-SEPTA trips, a rider can purchase a single PATCO ticket and pay \$1.80 for one additional round-trip SEPTA voucher. The \$1.80 voucher saves commuters \$1.40 over the base cash fare price ( $\$1.60 \times 2 = \$3.20$ ) or 50 cents over the cost of two tokens ( $\$1.15 \times 2 = \$2.30$ ). SEPTA TransPass or TrailPass users are not eligible to purchase vouchers. The voucher, which is valid on any SEPTA bus, trolley or subway service, has two portions: the first is valid for one hour; the second is valid for 24 hours. For commuters from Pennsylvania working a five-day week in New Jersey, the first and last legs of their week's commute are not eligible for the discount because of the logistics of this arrangement. Vouchers are not available in bulk; riders must purchase single tickets from a ticket agent or vending machine for each round-trip.

In addition to the relatively limited joint fare instruments available to bi-state commuters, good information about schedule connections and transfer procedures is not always easily available. According to DVRPC focus groups of job trainers and community based organizations, printed bus and rail schedules and transit information telephone operators are the two most important sources of information about using transit. However, a review of these resources for NJT, SEPTA and PATCO reveals that they provide limited guidance about how to transfer between different transit providers. For example:

- SEPTA bus or rail schedules do not describe how to transfer to either NJT or PATCO, except for the schedule for the R7 regional rail line to Trenton which includes a partial time table for northbound NJT trains.

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<sup>9</sup> A joint ticket instrument called the RTT (round trip ticket) did exist for rides on NJT and PATCO, though it was discontinued in the late 1980s. Under this system, bus passengers could purchase a round-trip ticket on board the bus at a reduced rate (approximately 2/3 of the full round trip fare). The rider would pay the regular full PATCO fare and validate their return bus ticket in the PATCO station upon their return. This validated ticket was then accepted for passage on the return bus trip from the PATCO station. The RTT was discontinued due to low usage and financial loss that it brought for NJT.

- NJT schedules locate the PATCO line, but do not depict or discuss SEPTA connections.
- NJT and SEPTA telephone operators are generally not able to provide information about fares, schedules or other logistical considerations for transfers between these transit providers.
- With few exceptions, printed resource materials prepared by a single transit operator do not provide phone or other contact information about other transit systems in the region.

Fortunately, there are several recent precedents for improving coordination between transit agencies in the region.

- ***SEPTA-DART*** - At the Brandywine Town Center located in New Castle County, Delaware, south of the state line, an interagency transfer policy exists between SEPTA's bus Route 202 and DART First State bus Routes 2 and 35. Passengers from Pennsylvania who ride SEPTA can pay an additional 40 cent transfer charge in order to access destinations in the State of Delaware via Dart First State services. Likewise, passengers from Delaware who ride DART First State vehicles can pay an additional 10 cent transfer charge in order to access destinations in the Commonwealth of Pennsylvania. Previously two separate fares were required.
- ***SEPTA-Pottstown Urban Transit (PUT)*** - According to a recent joint announcement between the two agencies, "beginning January 5, 1998, SEPTA and PUT will honor each agencies transfers on an experimental basis. Currently, passengers are required to pay two separate base fares. The reciprocal acceptance of transfers will help reduce the overall cost of traveling to destinations beyond the Borough of Pottstown (such as Norristown, King of Prussia, Philadelphia, etc.)."
- ***NJT-SEPTA*** - Senior level NJT and SEPTA officials met with the Greater Mercer TMA in September 1997 to try to better coordinate SEPTA bus route 127 with train operations in Trenton. The meeting was productive and the two agencies agreed to schedule modifications planned for April, 1998. In addition, new SEPTA schedules will include information about NJT.

These examples suggest that more can be done to reduce the cost and provide better information about transfers between NJT, SEPTA and PATCO.

### **Single-State Transit Vouchers and Fare Instruments**

In recognition of the importance of transportation barriers, both Pennsylvania and New Jersey have implemented programs to improve transit accessibility for welfare recipients participating in approved job search and training activities. Under New Jersey's *Work Pass* program, county welfare agencies purchase NJ Transit bus and/or rail passes at a discount for WFNJ clients and their children. Under a similar arrangement, the Pennsylvania Department of Public Welfare has implemented a pilot program to provide 1,000 SEPTA passes (500 weekly



and 500 monthly) for job search purposes to eligible welfare recipients. Five DPW County Assistance Offices are currently participating in the program with the intent to expand it throughout the city. In addition to these efforts, New Jersey recently launched a new program called *Get a Job/Get a Ride* that offers one month's free travel on NJ Transit to persons who are terminating WFNJ because they have been hired for a full-time job. In addition, twelve employers chosen by Governor Whitman will receive NJ Transit passes for eligible new hires.

While these three programs should be commended for their attempts to address transportation affordability barriers for persons making the welfare-to-work transition, they only support job search and commuting activities that do not attempt to cross state boundaries. For example, a Philadelphia resident participating in the DPW/SEPTA pilot could not travel to interviews in Haddonfield, Collingswood or Moorestown. Similarly, Trenton residents could not use SEPTA bus or rail lines to access employment opportunities at the Oxford Valley Mall or points south. (See Appendix II for additional examples of candidate bi-state commutes that could not be supported under existing Pennsylvania and New Jersey transit pass programs.)

The fact that state pass programs limit riders to single state travel is in some sense a byproduct of the lack of a common fare or easy transfer arrangements between SEPTA, NJ Transit and PATCO. However, because the region's labor market crosses state lines, it makes sense that welfare-to-work programs are designed to allow for the possibility of bi-state commutes.

### **Administrative Barriers**

Although welfare recipients buy goods from the regional marketplace, compete for jobs in a regional labor market and commute via a regional transportation network, virtually none of the welfare-to-work infrastructure is designed with regional systems in mind. Under federal welfare reform, the old system of (AFDC) entitlement payments to individuals was replaced by one that features (TANF) block grants to states. States, which now have more latitude to design their own welfare rules and regulations, pass dollars along to the counties. Services, including training and job search supports, are delivered to needy individuals at the county level. The Delaware Valley region includes portions of two states, nine counties and 352 municipalities<sup>10</sup>. It should be no surprise that this multi-jurisdictional system can create administrative barriers to commutes that cross state lines.

Individuals may also encounter administrative barriers to conducting a job search across state or county lines. As described in the previous section, several recent programs to address transportation barriers to welfare-to-work funded by the Pennsylvania Department of Public Welfare and New Jersey Department of Human Services were designed to serve only in-state destinations. While it seems unlikely that state human services officials intended to preclude their clients from pursuing a job out of state, that has been the effect of the choice of transportation voucher. In addition, several job trainers participating in a 1997 DVRPC focus

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<sup>10</sup> To further complicate matters, the Delaware Valley region is administered by two different federal regions, Region II (New Jersey portion) and Region III (Pennsylvania portion).



group reported that their clients had been asked to leave a *federally-funded* Job Center because it was out of their home *county*. Accessing services across state borders is generally perceived to be an even more difficult proposition. These kinds of administrative barriers thwart bi-state job searches and, as a result, placements.

Federal and state transportation programs can also create administrative barriers. For example, the Cross County Connection Transportation Management Association (TMA) provides free rideshare matching services to residents of southern New Jersey using the NJ Department of Transportation's POOLMATCH system. Persons interested in ridesharing register by filling out a form or by calling an 800 number. If a potential match is found, the TMA provides contact information. However, this program uses a different procedure for commutes which cross state boundaries. The Cross County TMA reports that under current protocol, New Jersey residents looking for rides to Pennsylvania destinations do not go into the ride matching pool, but instead are told to contact the NJ Department of Transportation directly. When informed of this example, the DVRPC coordinator of Pennsylvania's Mobility Alternatives Program thought the referral should have been made to Pennsylvania Share-A-Ride contractor. In either case, it remains unclear why the system cannot be designed to better accommodate bi-state commutes.

#### **IV. RECOMMENDATIONS**

In order to maximize access to jobs for welfare recipients who live in the region's core cities, steps must be taken to strengthen transportation and other connections throughout the bi-state labor market. The following recommendations outline several strategies to overcome specific barriers to bi-state commuting.

##### **Bridging Information Gaps and Reducing Psychological Barriers**

1. ***Think and act regionally to help new entrants to the workforce explore job opportunities in Pennsylvania and New Jersey.*** Welfare case workers and job developers must be aware of employment opportunities across the river and must extend their personal and professional networks to include out-of-state employers. Regional organizations such as DVRPC and the Jobs Policy Network with an interest in access-to-jobs and workforce issues should support the efforts of welfare case workers and job developers by providing background materials and technical support about transit accessible employment centers throughout the region.
2. ***Address cultural and psychological barriers that can deter new workers from taking jobs in other parts of the region.*** Job retention depends on many factors including how people feel about where they work. Welfare-to-work programs are confronting the reality that urban workers sometimes need help adjusting to suburban work places. While there is no one correct approach to dealing with cultural and psychological barriers between the city and the suburbs or between Pennsylvania and New Jersey, there is strong evidence that, in most cases, these barriers can be overcome. Anecdotal evidence from experienced job

developers suggests that taking new workers on a dry-run trip to an interview or work site can go a long way toward addressing their concerns about the unfamiliar. This recommendation does not endorse one training method over another, but rather encourages job developers and case workers to confront these issues before they derail otherwise successful placements to jobs across state lines.

### **Simplifying Transfers Between Transit Systems**

3. ***Coordinate and simplify the fare structure.*** Although there are numerous physical connections between NJT, SEPTA and PATCO, the lack of a common fare instrument can make transferring between different systems unnecessarily costly and complex. Persons coming off welfare to entry level jobs are by and large unable to afford two separate base fares, yet there are no discounts available for riders transferring between NJT and SEPTA or NJT and PATCO and the joint fare instrument for SEPTA-PATCO trips is limited. A more coordinated regional fare structure would encourage bi-state commuting.

Realigning fares is a difficult and complex task, even within a single transit system. Welfare-to-work initiatives may provide an opening that could lead to greater coordination between the three transit systems in the Delaware Valley region. SEPTA's *Five-year Plan for Strategic Change, FY1999 - FY2003* calls for simplifying and modifying SEPTA's fare structure. This process should include a review of possible joint arrangements with NJT and PATCO. NJT and PATCO are encouraged to initiate similar reviews of their fare structures and transfer policies.

4. ***Make it easier for riders, welfare case workers and job developers to learn about bi-state commuting opportunities.*** Job placement professionals need a working knowledge of the regional transit network. To that end, the region's transit agencies should reach out to placement professionals regarding how the existing transit network can be used to cross state lines. NJT and SEPTA already engage in specialized welfare-to-work transit training activities concentrating on the service they provide in their respective home states. These existing efforts could be modified or a more specialized program could be put together for the targeted audience in Camden, Trenton and Philadelphia. Transit training opportunities include on-site educational seminars; bi-state corridor maps highlighting the key routes of the three transit agencies and illustrating "reasonable" work trips that cross state lines; and new "So You Want to be a Bi-State Commuter" information packages that contain route, fare and transfer procedures for NJT, SEPTA and PATCO.

In addition to these specialized programs, the three transit agencies should review the current information systems to make sure that they can adequately address questions about bi-state commutes. This process should include a review of bus and rail schedules (are the connections to other transit systems clearly shown and explained?), web sites (are there links to the home pages of the region's other transit systems?) and telephone information systems (do operators know how to answer questions about bi-state trips involving transfers to other transit systems?). In this way, transit operators will provide a better picture of the regional transit network to all riders, not just the welfare population.

## Developing More Flexible Vouchers and Fare Instruments

### 5. *Add a TransitChek Option to State Welfare-to-work Transportation Subsidy Programs.*

Pennsylvania and New Jersey have both implemented programs to improve transit accessibility by giving SEPTA or NJT passes to welfare recipients participating in approved job search and training activities. It is safe to say that the majority of New Jersey welfare clients engaged in job search activities are adequately served by an NJT bus pass. Similarly, most Philadelphians travel via SEPTA's bus and rail system alone. However, if the overriding goal is to move the maximum amount of welfare recipients into the paid workforce, then the region is better served by a more flexible approach to transit subsidies such as TransitCheks that can accommodate bi-state access.

TransitCheks are transportation vouchers that can be redeemed for SEPTA, NJT or PATCO tokens, passes, and tickets as well as for rides from participating vanpools and other transit providers. Employers or other agencies can award vouchers to their employees or clients on a monthly or quarterly basis in denominations of \$15, \$30 and \$60. Unlike a bus pass issued for a specific week or month, TransitCheks are not dated and can be used to purchase transportation services over a longer period of time. Transportation vouchers are treated as a non-taxable employee benefit up to a limit of \$780 per person per year. In addition, the amount a for-profit employer spends on TransitCheks is tax-deductible and exempt from FICA, Workers Compensation/Disability Insurance, pension, payroll or unemployment taxes. DVRPC administers the region's program. Currently, there are approximately 250 employers and 10,000 employees participating in the program.

While the default transit fare instrument might still be a NJT pass in New Jersey and a SEPTA pass in southeastern Pennsylvania, adding a TransitChek option for those who need to travel on more than one system would increase the flexibility and broaden the appeal of this program. For example, a Trenton resident with a job interview at the Oxford Valley Mall could use a TransitChek to purchase SEPTA tokens for the 127 bus. While future transportation programs might incorporate the TransitChek option from the outset, state or county welfare agencies are currently eligible to purchase TransitCheks under existing TANF funding without new legislation or supplemental funding.

## Dismantling Administrative Barriers

### 6. *Fix specific rules and regulations that are barriers to bi-state commuting on an incremental basis.*

Administrative barriers weren't built in a day and they won't be removed in a day. Because they are the product of multiple federal, state and local agencies, there is no simple way to undo them. These rules and regulations need to be reviewed and, if appropriate, revised on a case-by-case basis. For example, only the Job Centers, which fall under the jurisdiction of the US Department of Labor, have the ability to revise their policies on access. Similarly, New Jersey and Pennsylvania Departments of Transportation are in charge of the protocol for the ridesharing program. It will take action by these agencies to allow TMAs in one part of the region to support ridesharing that crosses state lines. Because agencies may not be aware of the case for change, outside entities or other public agencies may have to lobby or otherwise initiate the discussion.

7. ***Create a forum for bi-state coordination.*** By and large, welfare-to-work activities are funded with federal and state dollars and administered on the county level. While this approach may make sense for the country as a whole, it creates challenges for a region that is composed of nine counties in two states. As a result, coordination between Pennsylvania and New Jersey agencies involved in welfare-to-work is necessary to address regional issues and concerns. Because Pennsylvania falls under federal Region III and New Jersey under Region II, there is no obvious federal forum for this discussion. To fill this void, DVRPC will organize an event for access-to-jobs stakeholders in Pennsylvania and New Jersey to share preliminary results of its research and explore opportunities for new partnerships.

### **New Service Provision**

8. ***Establish additional transit service to promising bi-state markets.*** Although detailed recommendations about new service provision are beyond the scope of this study, the transit accessibility analysis presented in this report clearly identifies some gaps in bi-state service. For example, despite a high incidence of transit and welfare dependency in the City of Chester, it was not included in this study because there are currently no bi-state SEPTA or NJT bus routes operating between Chester and New Jersey. A bus (or other smaller vehicle) route across the Commodore Barry Bridge via Route 322 and Route 130 could connect Chester residents to significant numbers of jobs in the Pureland Industrial Complex in Logan, Gloucester County. DVRPC could help identify and refine candidate bi-state routes at the request at SEPTA and/or NJT.

### **Conclusion**

Focusing on the welfare populations in the core cities of Philadelphia, Trenton and Camden, this report explored the current and potential markets for bi-state commuters. In the process, DVRPC identified a number of barriers to commuting across state lines and developed recommendations for overcoming these barriers.

Why should anyone care about bi-state commuting? In a business sense, transit agencies should care in that they can gain new riders and tap new markets through a stronger regional reach. Workers who currently commute across state lines also stand to gain by measures that give them new options or reduce their commuting costs.

But the people who have the most at stake are current welfare recipients who need to get “off the clock” and into the workforce. In Pennsylvania, the first group of non-compliant recipients will be laid off of welfare on March 3, 1999, less than one year from now. Despite the strong job market, “easy” placements are filling up and new entrants must start looking further and further from home. Regardless of the current level of commuting across the river, the enormity of the welfare-to-work challenge demands that the region explore all reasonable options to improve access-to-jobs in the bi-state labor market.

## **Appendix I**

### **Existing Transit Service Across Delaware River**

#### **NJ TRANSIT BUS ROUTES**

##### **NJTransit Route # 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 412, 413, 419**

Buses traveling from New Jersey to Philadelphia make a loop in Center City, following Vine Street west to 6th Street, 6th Street south to Market Street, Market Street west to Broad Street and north back to Vine. Unlike SEPTA buses, NJTransit buses stop at designated corners only (6th and Arch Street, eight stops on Market Street, one stop on Broad Street and three stops on Vine Street). These buses can serve transit-dependent persons in both Philadelphia and Camden.

**NJT # 400 Sicklerville-Philadelphia** also serving: Avandale Park and Ride-Williamstown-Turnersville-Lakeland-Deptford Mall-Camden County College-Blackwood-Runnemede-Belmawr-Mt.Ephraim-Audubon Park-Camden.

**NJT # 401 Salem-Philadelphia** also serving: Woodstown-Sweedesboro-Woodbury-Westville-Brooklawn-Gloucester-Camden.

**NJT # 402 Pennsville-Philadelphia** also serving: Penns Grove-Beckett-Gibbstown-Paulsboro-Woodbury-Westville-Brooklawn-Gloucester-Camden.

**NJT # 403 Turnersville-Lindenwold PATCO-Philadelphia** also serving: Erial-Pine Hill-Gloucester-Camden County College-Clementon-Echelon Mall-Barrington-Haddon Heights-Camden.

**NJT # 404 Cherry Hill Mall-Pennsauken-Philadelphia** also serving: Merchantville-Camden.

**NJT # 405 Philadelphia-Merchantville-Cherry Hill Mall** also serving: Camden-Pennsauken.

**NJT # 406 Medford Lakes-Philadelphia** also serving: Medford-Marlton-Cherry Hill-Camden

**NJT # 407 Moorestown Mall-Philadelphia** also serving: Moorestown-Maple Shade-Pennsauken-Merchantville-Camden.

**NJT # 408 Millville-Philadelphia** also serving: Vineland-Newfield-Franklinville-Clayton-Glassboro-Pitman-New Sharon-Deptford-Westville-Gloucester-Camden.

**NJT # 409 Philadelphia-Willingboro-Trenton** also serving: Camden-Moorestown-Pennsauken-Cinnaminson-Delran-Bridgeboro-Willingboro Shopping Center-Edgewater Park-Burlington Center Mall-Burlington Florence-Roebling-Bordentown-Trenton Rail Station.

**NJT # 410 Bridgeton-Philadelphia** also serving: Deerfield-Shirley-Pittsgrove-Mullica Hill-Mantua-Woodbury-Camden

**NJT # 412 Glassboro-Philadelphia** also serving: Elsmere-Pitman-Barnsboro-Mantua-Wenonah-Woodbury-Woodbury Heights-Westville-Gloucester-Camden

**NJT # 413 Philadelphia-Mt. Holly-Burlington** also serving: Camden-Cherry Hill-Maple Shade-Moorestown-Moorestown Mall-Hainesport-Lumberton Plaza-Burlington Memorial Hospital-Burlington County Social Services Building-Westampton-Burlington Center Mall

**NJT # 419 Burlington-Riverside-Philadelphia** also serving: Burlington Center Mall-Edgewater Park-Beverly-Delanco-Delran Riverfront-Cinnaminson-Palmyra-Pennsauken-Camden.

## **SEPTA BUS ROUTE**

### **Route 127 Trenton to Oxford Valley Mall and Penndel via Trenton Road**

This suburban bus route connects transit-dependent persons in Trenton to the Oxford Valley Mall. This route makes connections with SEPTA and NJ Transit at the Trenton Regional Rail Station.

## **SEPTA RAIL SERVICE**

### **R3 West Trenton to Elwyn to Central Philadelphia and West Trenton**

R3 Route gives West Trenton workers access to employment centers in southeastern Pennsylvania such as Jenkintown and Central Philadelphia. R3 makes connections with R5 (Doylestown to Downingtown) and R2 (Warminster-Central Philadelphia) regional rail lines. R2 gives access to the Willow Grove employment center. R3 makes connections with the Broad Street Subway Line at Fern Rock Transportation Center.

### **R7 Trenton to Chestnut Hill East to Central Philadelphia**

R7 makes the employment centers in Trenton accessible to the transit-dependent persons in Bucks County and Central Philadelphia, and makes Bucks County and Central Philadelphia accessible to Trenton residents. R7 connects with NJ Transit Rail Service in Trenton.

## **PATCO HI-SPEED LINE**

PATCO connects Central Philadelphia to nine stations in Camden County with service terminating at Lindenwold. Seven stops between Collingswood and Lindenwold give access to large employment centers along the White Horse Pike and Haddon Ave. as well as in Collingswood. PATCO also gives access to transit-dependent persons in Camden (Broadway Station) to Central Philadelphia. PATCO makes connections with the Market-Frankford Line at 8th and Market Station. PATCO makes stops at 15th and 16th, 12th and 13th, 9th and 10th Streets on Locust Street, and 8th and Market Streets in Philadelphia and City Hall (Camden), the Broadway-Camden Transportation Center, Ferry Ave, Collingswood, Westmont, Haddonfield, Woodcrest, Ashland and Lindenwold, all in Camden County.





## Appendix II

### Sample Bi-State Commutes Originating in Camden, Philadelphia and Trenton

The following tables illustrate sample routes, fares and travel times for bi-state commutes originating from Camden, Philadelphia and Trenton to job destinations across the Delaware River. This analysis is based entirely on the existing regional transit network of SEPTA, NJ Transit and PATCO routes and does not address the possibility of new service provision.

**Employment center** names, identification numbers and job totals refer to concentrations of jobs as defined in DVRPC's *Employment Centers in the Delaware Valley*, 1996. (Names which appear in quotes were created for purposes of this analysis.) In some cases, 1980-1990 job growth calculations were not possible because 1980 data at the employment center level was not available.

**Base fare** levels were calculated on the basis of a one-way cash fare price from transit hubs located in Camden, Philadelphia and Trenton. NJ Transit base fare is \$1.10. PATCO base fares from Philadelphia range from \$0.75 (to Camden) to \$1.60 (to Lindenwold, Ashland and Woodcrest). SEPTA base fare is \$1.60 with additional 40 cent charges for each additional zone entered. SEPTA tokens are \$1.15. For some trips, weekly or monthly NJ Transit and/or SEPTA pass instruments may provide additional savings.

**Trip time** represents only time traveled on bus, subway, or trolley from trip origins at transit hubs located in Camden, Philadelphia and Trenton to the destinations shown at individual employment centers. Layover time between trip segments is not reflected in this table and may add substantially to total travel time where transfers are required. Travel time from place of residence to transit hub is not reflected in these trip time estimates and will vary from person to person.

Candidate bi-state commutes are grouped into **three tiers** based on travel time as follows:

- Tier One:      Less than 30 minutes on transit
- Tier Two:      30 to 60 minutes on transit
- Tier Three:    Over 60 minutes on transit

Within tiers, commutes are ordered by size of employment center based on 1990 employment.

**Table IA**  
**Camden Origins to Southeastern Pennsylvania Destinations**

*Note: All trips originate at the Walter Rand Transportation Center in Camden. New Jersey Transit (NJT) buses numbered 400 through 419 run from Camden to central Philadelphia. Passengers traveling beyond Center City, Philadelphia, transfer at Broad & Market or at 8th & Market. Transfer or layover time between trip segments is not reflected in this table and may add substantially to total travel time.*

Center # Employment Center <i>[sample destination]</i>	1990 Jobs, % change 1980-90	SEPTA Route from Center City Philadelphia	Base Fare (1 way)	Travel time by trip segments: [a] Camden to Center City [b,c] Center City to <i>[destination]</i>	Other SEPTA or PATCO Service
<b>TIER ONE: LESS THAN 30 MINUTES ON TRANSIT (NOT INCLUDING TRANSFER TIME)</b>					
#5-10 Center City <i>[Broad &amp; Market]</i>	252,509 -4.2%	NJT routes 400-419	\$1.10 - NJT	[a] - 16 minutes	PATCO
#5-15 West Philadelphia <i>[46th &amp; Market]</i>	66,375 -4.0%	Market-Frankford Line	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 7 minutes <i>[46th &amp; Market]</i>	Subway Surface 10, 11, 13, 34, 36; 76, 31 bus
#5-12 North Broad Street <i>[Broad &amp; Cecil B. Moore]</i>	62,344 N/A	Broad St. Subway	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 7 mins <i>[Broad &amp; C.B. Moore]</i>	C bus
#5-18 Lower South Philadelphia <i>[Broad &amp; Oregon]</i>	38,287 N/A	Broad St. Subway	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 8 minutes <i>[Broad &amp; Oregon]</i>	C, 23, 2 bus
#5-17 Washington-South Broad <i>[Broad &amp; Ellsworth]</i>	11,970 N/A	Broad St. Subway	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 3 minutes <i>[Broad &amp; Ellsworth]</i>	C, 23, 2 bus

<b>Center # Employment Center [sample destination]</b>	<b>1990 Jobs, % change 1980-90</b>	<b>SEPTA Route from Center City Philadelphia</b>	<b>Base Fare (1 way)</b>	<b>Travel time by trip segments: [a] Camden to Center City [b,c] Center City to [destination]</b>	<b>Other SEPTA or PATCO Service</b>
#5-20 Center City Waterfront [Penn's Landing]	1,925 N/A	Bus 21	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 7 minutes [Penn's Landing]	17, 33, 48, 76 bus; Market-Frankford Line
<b>TIER TWO: 30 - 60 MINUTES ON TRANSIT (NOT INCLUDING TRANSFER TIME)</b>					
#3-1 Devon-Haverford [Ardmore Station]	62,160 39.8%	Bus 44	\$1.10 - NJT \$2.00 - SEPTA \$3.10 - Total	[a] - 16 minutes [b] - 41 minutes [Ardmore Station]	R5 train
#5-13 Richmond-Kensington [Kensington & Allegheny]	36,525 N/A	Market-Frankford Line	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 17 minutes [Kensington & Allegheny]	
#5-11 Feltonville-Frankford [Frankford Terminal]	35,231 N/A	Market-Frankford Line	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 24 mins [Frankford Terminal]	5, 25 bus
#5-3 Rising Sun Avenue [5th & Wyoming]	25,345 N/A	Bus 47	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 28 minutes [5th & Wyoming]	Broad Street Subway to bus 75 (at Wyoming)
#5-9 Hunting Park West [27th & Allegheny]	21,116 -23.3%	Bus 48	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 33 minutes [27th & Allegheny]	2, 33 bus
#5-16 Southwest Philadelphia [80th & Eastwick]	18,621 63.5%	Subway Surface 36	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 28 minutes [80th & Eastwick]	Subway Surface 13, 34; R1 train; Broad Street Subway to bus 37 (at Snyder)

<b>Center # Employment Center [sample destination]</b>	<b>1990 Jobs, % change 1980-90</b>	<b>SEPTA Route from Center City Philadelphia</b>	<b>Base Fare (1 way)</b>	<b>Travel time by trip segments: [a] Camden to Center City [b,c] Center City to [destination]</b>	<b>Other SEPTA or PATCO Service</b>
#3-5 Baltimore Pike [Springfield Mall]	15,208 -0.9%	Market-Frankford Line to Bus 110	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 15 minutes [69th St. Terminal] [c] - 29 minutes [Springfield Mall]	Market-Frankford Line to 109, 111 bus
#5-8 Manayunk [Ridge & Lyceum]	13,707 59.0%	Bus 9	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 22 minutes [Ridge & Lyceum]	27, 32, 61 bus
#5-19 Philadelphia International Airport [PNC Eastwick Center]	9,503 N/A	Broad Street Subway to Bus 37	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 7 minutes [Broad & Snyder] [c] - 20 mins [PNC Eastwick Center]	R1 train; 37, 108 bus
<b>TIER THREE: OVER 60 MINUTES ON TRANSIT (NOT INCLUDING TRANSFER TIME) OR THREE SEATS</b>					
#4-20, #4-22 "King of Prussia" [King of Prussia Mall]	45,097 32.7%	Bus 125	\$1.10 - NJT \$3.20 - SEPTA \$4.30 - Total	[a] - 16 minutes [b] - 47 mins [King of Prussia Mall]	124 bus
#5-7 Germantown Avenue [Chestnut Hill Depot]	33,494 45.5%	Bus 23	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 58 mins [Chestnut Hill Depot]	
#5-4 Route 1 - I-95 [Grant & Blue Grass]	32,354 36.5%	Market-Frankford Line to Bus 19	\$1.10 - NJT \$2.00 - SEPTA \$3.10 - Total	[a] - 16 minutes [b] - 24 mins [Frankford Terminal] [c] - 27 mins [Grant & Blue Grass]	
#5-14 City Line Avenue [76th & City Line]	26,559 58.2%	Bus 31	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 51 minutes [76th & City Line]	Subway surface 10; Market-Frankford Line to 105, 106 bus

<b>Center # Employment Center [sample destination]</b>	<b>1990 Jobs, % change 1980-90</b>	<b>SEPTA Route from Center City Philadelphia</b>	<b>Base Fare (1 way)</b>	<b>Travel time by trip segments: [a] Camden to Center City [b,c] Center City to [destination]</b>	<b>Other SEPTA or PATCO Service</b>
#4-12, #4-13 "Plymouth Meeting" [Plymouth Mtg. Mall]	25,090 77.4%	Bus 27	\$1.10 - NJT \$2.00 - SEPTA \$3.10 - Total	[a] - 16 minutes [b] - 47 mins [Plymouth Mtg. Mall]	
#3-6 MacDade Boulevard [MacDade Mall]	24,230 3.2%	Subway Surface 11 to Bus 113	\$1.10 - NJT \$1.60 - SEPTA \$2.70 - Total	[a] - 16 minutes [b] - 28 minutes [Darby Loop] [c] - 13 minutes [MacDade Mall]	SEPTA subway surface 13 to bus 113; R6 train
#4-17 Norristown [Norristown Transportation Center]	23,179 2.3%	Market-Frankford Line to Route 100 High Speed Line	\$1.10 - NJT \$2.80 - SEPTA \$3.90 - Total	[a] - 16 minutes [b] - 15 minutes [69th St. Terminal] [c] - 28 minutes [Norristown]	
#1-11 Franklin Mills Mall [Franklin Mills Mall]	13,593 306.5%	Market-Frankford Line to Bus 20	\$1.10 - NJT \$2.40 - SEPTA \$3.50 - Total	[a] - 16 minutes [b] - 24 mins [Frankford Terminal] [c] - 32 mins [Franklin Mills Mall]	Market-Frankford Line to bus 67, 84
#2-3 Chesterbrook [Chesterbrook]	8,709 N/A	Bus 124	\$1.10 - NJT \$3.20 - SEPTA \$4.30 - Total	[a] - 16 minutes [b] - 67 minutes [Chesterbrook]	125 to 92 bus

**Table IB**  
**Philadelphia Origins to New Jersey Destinations**

*Notes: All sample New Jersey Transit (NJT) trips originate at Broad & Cherry Streets. PATCO High Speed Train trips originate at 8th & Market Streets.*

DVRPC Center # Employment Center [sample destination]	1990 Jobs, % change 1980-90	Transit Route from Center City Philadelphia	Base Fare (1 way)	Travel Time	Other Transit Service
<b>TIER ONE: LESS THAN 30 MINUTES ON TRANSIT</b>					
#7-6 Haddon Ave. [Haddonfield PATCO Station]	18,443 132.1%	PATCO	\$1.40	12 minutes	
#7-2 Camden [Walter Rand Transportation Center]	15,578 -50.8%	NJT Bus 400-419	\$1.10	23 minutes	PATCO
#7-5 Collingswood [Collingswood PATCO Station]	7,504 84.8%	PATCO	\$1.40	8 minutes	NJT bus 403
<b>TIER TWO: 30 - 60 MINUTES ON TRANSIT</b>					
#9-4 Trenton-Lawrence [Trenton]	85,565 22.8%	SEPTA R7 Train	\$5.00	52 minutes	NJT bus 409
#6-6, #6-12 "Moorestown Area" [Moorestown Mall]	33,481 89.5%	NJT Bus 407	\$2.95	50 minutes	NJT bus 409, 413

<b>DVRPC Center # Employment Center [sample destination]</b>	<b>1990 Jobs, % change 1980-90</b>	<b>Transit Route from Center City Philadelphia</b>	<b>Base Fare (1 way)</b>	<b>Travel Time</b>	<b>Other Transit Service</b>
#8-5, #8-6 "Route 45" [Westville]	27,097 38.7%	NJT Bus 401	\$3.55	37 minutes	NJT bus 402, 410, 412
#6-10 Mt. Laurel [Rancocas Woods]	20,162 373.3%	NJT Bus 413	\$3.55	60 minutes	
#7-9 White Horse - Magnolia [Magnolia]	17,064 114.8%	NJT Bus 403	\$2.95	39 minutes	PATCO
#7-1 Pennsauken - Merchantville [Pennsauken]	15,100 -3.3%	NJT Bus 419	\$2.30	40 minutes	NJT bus 404, 409
#7-4 Black Horse - Woodlynne [Audubon]	14,143 49.4%	NJT Bus 400	\$2.30	36 minutes	
#6-7 Mt. Laurel [Main & Chester, Moorestown]	11,458 N/A	NJT Bus 407	\$3.55	49 minutes	NJT bus 413
#8-3, 8-4 "Paulsboro Area" [Paulsboro]	11,191 33.0%	NJT Bus 402	\$3.55	53 minutes	
#6-4 Broad St., Cinnaminson [Broad & Cinnaminson, Palmyra]	10,337 9.3%	NJT Bus 419	\$2.95	40 minutes	



<b>DVRPC Center # Employment Center [sample destination]</b>	<b>1990 Jobs, % change 1980-90</b>	<b>Transit Route from Center City Philadelphia</b>	<b>Base Fare (1 way)</b>	<b>Travel Time</b>	<b>Other Transit Service</b>
#6-5 Route 130, Cinnaminson [130 & Cinnaminson]	9,740 194.6%	NJT Bus 409	\$2.95	41 minutes	
#8-8 Route 41-47 [Pitman]	5,943 N/A	NJT Bus 408	\$2.95	55 minutes	
#7-3 Gloucester City - S. Camden [Gloucester City]	5,713 2.0%	NJT Bus 412	\$2.30	30 minutes	NJT bus 400-402, 408, 410
#7-8 Black Horse - Blackwood [Blackwood]	5,206 -18.1%	NJT Bus 400	\$2.95	59 minutes	
#8-7 Deptford [Deptford]	4,637 25.0%	NJT Bus 400	\$2.95	46 minutes	NJT bus 408
<b>TIER THREE: OVER 60 MINUTES ON TRANSIT</b>					
#7-7 Marlton Pike [Marlton]	54,622 74.2%	NJT Bus 406	\$2.95	75 minutes	
#6-3, #6-8, #6-13 "Mt. Holly - Routes 537, 541" [Mt. Holly]	23,576 153.4%	NJT Bus 409	\$4.15	92 minutes	NJT bus 413, 419
#9-3 Airport-Ewing [West Trenton Station]	22,273 -4.6%	SEPTA R3 Train	\$5.00	61 minutes	

<b>DVRPC Center # Employment Center <i>[sample destination]</i></b>	<b>1990 Jobs, % change 1980-90</b>	<b>Transit Route from Center City Philadelphia</b>	<b>Base Fare (1 way)</b>	<b>Travel Time</b>	<b>Other Transit Service</b>
#6-2 Edgewater Park/Florence <i>[Edgewater Park]</i>	20,307 23.4%	NJT Bus 409	\$4.15	80 minutes	NJT bus 419
#6-12 Mt. Laurel - East Gate <i>[East Gate Corporate Center]</i>	13,271 -24.9%	NJT Bus 407	\$4.15	70 minutes	NJT bus 413
#8-9 Glassboro-Clayton <i>[Glassboro]</i>	13,018 14.8%	NJT Bus 412	\$3.55	69 minutes	NJT bus 408
#8-10 Turnersville-Cecil <i>[Turnersville]</i>	12,705 80.8%	NJT Bus 400	\$3.55	64 minutes	NJT bus 403
#6-11 Medford <i>[Medford]</i>	9,649 702.8%	NJT Bus 406	\$3.55	95 minutes	
#6-1 Bordentown <i>[Bordentown]</i>	9,222 51.6%	NJT Bus 409	\$4.80	96 minutes	
#8-1 Pureland Industrial Park <i>[Pureland Industrial Park]</i>	2,980 79.5%	NJT Bus 402	\$4.15	70 minutes	
#8-2 Swedesboro <i>[Swedesboro]</i>	2,266 83.2%	NJT Bus 401	\$4.15	67 minutes	

**Table IC**  
**Trenton and West Trenton Origins to Southeastern Pennsylvania Destinations**

*Notes: All sample trips originate at the Trenton Regional Rail Station (SEPTA 127, R7) or the West Trenton train station (SEPTA R3).*

Center # Employment Center <i>[sample destination]</i>	1990 Jobs, % change 1980-90	Transit Route from Trenton or West Trenton	Base Fare (1 way)	Travel Time	Other Transit Service
<b>TIER ONE: LESS THAN 30 MINUTES ON TRANSIT</b>					
#1-10 Bensalem <i>[Neshaminy Mall]</i>	31,760 41.7%	SEPTA R3 Train to Bus 14 (at Langhorne Station)	\$3.85	26 minutes	SEPTA Bus 127 to Bus 14
#1-15 Bristol-Tullytown <i>[Bristol Station]</i>	16,143 0%	SEPTA R7 Train	\$2.75	12 minutes	
#1-12 Bristol <i>[New Falls &amp; Bristol- Oxford Valley Rds.]</i>	10,579 510.4%	SEPTA R7 Train to Bus 129	\$3.85	27 minutes	SEPTA Bus 127 to 129
<b>TIER TWO: 30 - 60 MINUTES ON TRANSIT</b>					
#1-11 Franklin Mills Mall <i>[Franklin Mills Mall]</i>	13,593 306.5%	SEPTA R7 Train to Bus 84 (at Torresdale Station)	\$2.75	42 minutes	
#5-10 Center City (Philadelphia) <i>[Broad &amp; Market]</i>	252,509 -4.2%	SEPTA R7 Train	\$5.00	58 minutes	SEPTA R3 Train from West Trenton
#5-12 North Broad Street <i>[Temple University]</i>	62,344 N/A	SEPTA R3 Train	\$5.00	54 minutes	SEPTA R7 Train from Trenton

<b>Center # Employment Center [sample destination]</b>	<b>1990 Jobs, % change 1980-90</b>	<b>Transit Route from Trenton or West Trenton</b>	<b>Base Fare (1 way)</b>	<b>Travel Time</b>	<b>Other Transit Service</b>
#4-16 Jenkintown [Jenkintown-Wyncote Station]	41,827 54.9%	SEPTA R3 Train	\$2.75	40 minutes	
#5-1 Far Northeast [Roosevelt Blvd. & Byberry Rd.]	41,344 9.0%	SEPTA R3 Train to Bus 14 (at Langhorne Station)	\$4.25	40 minutes	SEPTA Bus 127 to Bus 14
#5-4 Route 1 - I-95 [Tacony Station]	32,354 36.5%	SEPTA R7 Train	\$2.75	34 minutes	SEPTA R7 to Bus 84
#1-13 Route 1 Business [Oxford Valley Mall]	30,389 4.4%	SEPTA Bus 127	\$2.40	40 minutes	
<b>TIER THREE: OVER 60 MINUTES ON TRANSIT</b>					
# 5-15 West Philadelphia [University City Station]	66,375 -4.0%	SEPTA R3 Train	\$5.00	1:13	SEPTA R7 Train from Trenton to R1, R2 or R3 at 30th Street Station, Philadelphia
#5-7 Germantown Avenue [Chestnut Hill East Station]	33,494 45.5%	SEPTA R7 Train	\$5.00	1:25	