



Camden County

Human Services Transportation Coordination Plan Update

Prepared by:
South Jersey Transportation Authority

December 2013



camden county
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INTRODUCTION

Camden County's Human Service Transportation Coordination Plan was completed in 2007, in response to a federal mandate, United We Ride (UWR). The UWR program states that agencies funding transportation services must coordinate their efforts to ensure that transportation services will be coordinated, accessible and cost effective. In NJ, all 21 counties were required to develop a coordinated transportation plan. These UWR Plans are living documents and therefore must be updated periodically. This document serves as an update to the 2007 UWR Plan. This update examines current transportation services in the County as well as demographic information. Since the 2007 UWR Plan was written, new demographic data from the 2010 census has become available. This Plan also provides an updated list of service gaps and needs; as well as updates transportation projects and providers in Camden County

Steering Committee

This plan was developed by the Camden County Transportation Committee, which is chaired by Carole Miller. Ms. Miller was designated as the County lead for this effort by a resolution of support from the Camden County Board of Freeholders. The Committee established a Steering Committee for this planning effort, which worked with a consultant and stakeholders to develop this plan. The Steering Committee members are listed below:

- Ms. Carole Miller, Chair
- Mr. Terrence Carr - Pennsauken Township
- Ms. Hilary Dugger - Colbert Community Planning and Advocacy Council
- Mr. Lou DiAngelo - Camden County Office of Shared Services
- Mr. Greg Fidyk - South Jersey Transportation Authority
- Mr. Ron Greene - American Community Partnerships
- Ms. Katie Hahn - United Way of Camden County
- Mr. Andrew Levecchia - Camden County Improvement Authority
- Ms. Terri Hirschhorn - NJ Department of Human Services
- Ms. Sandi Kelly - Camden County Freeholder's Office
- Mr. Steve Fittante - NJ TRANSIT
- Ms. Mary Hadley - NJ TRANSIT
- Ms. Donna Kovalevich - Senior Citizens United Community Services/SEN-HAN
- Mr. Dale Keith - Senior Citizens United Community Services/SEN-HAN
- Ms. Diane Zane-Stephens - Senior Citizens United Community Services/SEN-HAN
- Ms. Kathleen Mayfield - Camden County One Stop Center
- Ms. Joy Merulla Camden County - Senior & Disabled Services
- Ms. Winifred Miller Medicaid – Camden County Board of Social Services
- TBD - Delaware Valley Regional Planning Commission
- Mr. Jeff Schwartz - Camden County Workforce Investment Board
- Ms. Ronda Urkowitz - Cross County Connection Transportation Management Association
- Sister Donna - Minster Division for Children
- Ms. Derene Wright - Camden County Veterans Affairs
- Mr. Matt Myers – Wiley Mission
- Mr. Bob Schiavinato – Union Organization of Social Services
- Mr. Mike Randolph – Access Link (NJ Transit)
- Mr. Louis Hoffman – NJTIP at Rutgers
- TBD - Employment Services
- TBD - Camden County Board of Social Services – Case Management

PUBLIC TRANSIT SERVICES

Camden County has a substantial network of transportation services to meet the needs of its residents. This section describes that network which is shown on Figure 1. The transportation network includes both fixed route public transportation and demand responsive paratransit services, as follows:

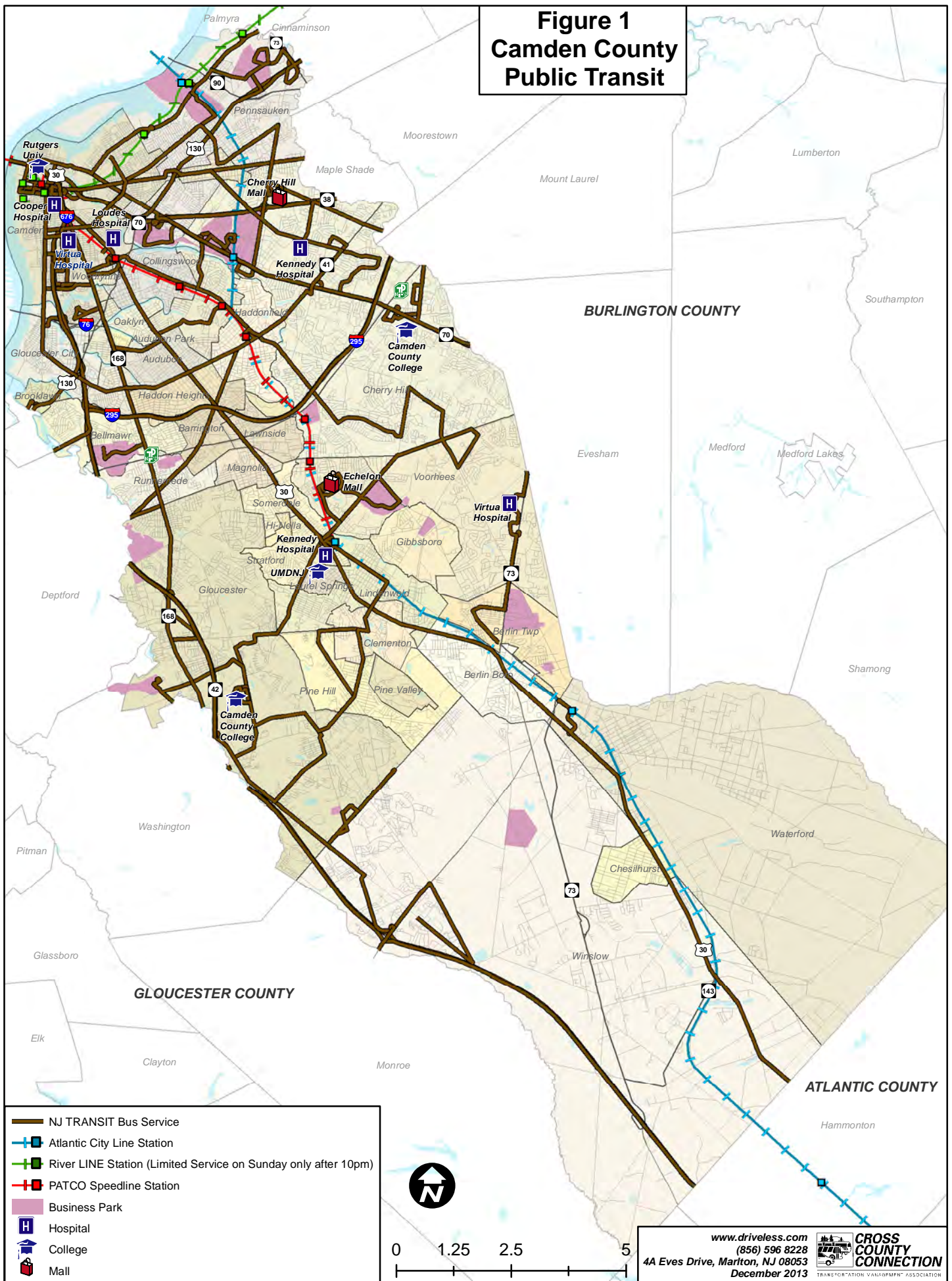
- PATCO Hi-Speed Line, a suburban rapid transit service
- NJ TRANSIT's Atlantic City Line, a commuter rail service
- NJ TRANSIT's River LINE, a light rail service
- NJ TRANSIT Bus service
- NJ Transit /Access Link
- SCUCS
- SJTA









PATCO Hi-Speed Line


The Port Authority Transit Corporation of Pennsylvania and New Jersey (PATCO) is a rapid rail system built and owned by the Delaware River Port Authority, a bi-state agency headquartered in Camden. The PATCO Hi-Speed Line is a 14.2 mile long high platform rapid rail line operating between Lindenwold and Philadelphia, PA. There are nine stations in Camden County and four in Philadelphia. The PATCO system operates 24 hours a day, seven days a week. Trains run every 3-12 minutes during the peak, and every 12-40 minutes in the off peak, depending on the time of day. The nine stations in Camden County are located in the following communities:

- Lindenwold
- Ashland (Voorhees)
- Woodcrest (Cherry Hill)
- Haddonfield
- Westmont (Haddon Township)
- Collingswood
- Ferry Avenue – (City of Camden)
- Broadway – (City of Camden)
- City Hall – (City of Camden)

**Figure 1
Camden County
Public Transit**



-  NJ TRANSIT Bus Service
-  Atlantic City Line Station
-  River LINE Station (Limited Service on Sunday only after 10pm)
-  PATCO Speedline Station
-  Business Park
-  Hospital
-  College
-  Mall


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CROSS COUNTY CONNECTION
TRANSITATION MANAGEMENT ASSOCIATION

The Broadway station is located beneath the Rand Transportation Center in Camden and provides convenient access to dozens of NJ TRANSIT bus routes to destinations throughout southern New Jersey, as well as to the NJ TRANSIT River LINE. The PATCO line also provides convenient access to shopping, cultural, recreational, and employment centers along the corridor and in Center City Philadelphia.

NJ TRANSIT: Atlantic City Rail Line

NJTRANSIT operates one commuter rail line in South Jersey - the line from Philadelphia to Atlantic City. There are station stops in Camden County at Cherry Hill, Lindenwold and Atco (Waterford Township). The train operates 7 days a week, 5:44AM to 2:16AM. It runs roughly every hour in the peak and every 2 hours in the off peak. There are parking lots at the Cherry Hill, Lindenwold and Atco stations, which are used by Camden County residents taking the train to Philadelphia or Atlantic City.

NJ TRANSIT: River LINE

The River LINE, which opened in 2004, is a light rail service that operates between the City of Camden and Trenton along the Route 130 corridor. It has twenty-one stations along the route, of which seven are in Camden County. The newest station, the Pennsauken Transit Center, opened in October 2013. The River LINE stations are as follows:

1. Entertainment Center, City of Camden
2. Aquarium, City of Camden
3. Cooper Street/Rutgers, City of Camden
4. Walter Rand Transportation Center, City of Camden
5. 36th Street, Pennsauken
6. Pennsauken Transit Center
7. Pennsauken/Rte. 73, Camden County
8. Palmyra, Burlington County
9. Riverton, Burlington County
10. Cinnaminson, Burlington County
11. Riverside, Burlington County
12. Delanco, Burlington County
13. Beverly/Edgewater Park, Burlington County
14. Burlington South, Burlington County
15. Burlington Towne Center, Burlington County
16. Florence, Burlington County
17. Roebling, Burlington County
18. Bordentown, Burlington County
19. Cass Street, Trenton, Mercer County
20. Hamilton Avenue, Trenton, Mercer County
21. Trenton, Mercer County

Most of these stations have connecting transit service. At the Walter Rand Transportation Center, riders can transfer to PATCO or numerous local NJ TRANSIT bus routes. In Trenton, riders can transfer to SEPTA, the NJ TRANSIT Northeast Corridor rail service, AMTRAK, or local NJ TRANSIT bus routes. Many of the suburban stations have connecting local NJ TRANSIT bus routes or local feeder shuttle service. Additionally, the Pennsauken Transit Center acts as a transfer station with the Atlantic City Rail Line.

This light rail service provides Camden County residents with transit access to a wider range of employment opportunities, particularly in suburban New Jersey. It provides Camden County employers with a much larger geographic area to recruit employees.

The River LINE operates from 6AM to 10PM daily. Service operates every 15 minutes during peak periods and every 30 minutes in the off peak. Extended evening service through midnight is available between the Pennsauken/Route 73 park/ride station and the Entertainment Center. NJ TRANSIT is able to offer later service between these stations because these tracks are exclusively used by the River LINE. The tracks are not shared with freight operations.

Most River LINE stations are served by existing NJ TRANSIT bus routes, local BurLink, or SJTA feeder bus routes. NJ TRANSIT has strived to offer coordinated schedules with the River LINE at Walter Rand Transportation Center via the #452 line, in Palmyra via the #419 line, and at Burlington Towne Center with the #409, #413, and #419 lines. Additionally, NJ TRANSIT has established frequent connecting service at Trenton Station via the Capital Connection service (routes #601, #606, #608, and #609) to provide easy access to/from downtown Trenton and the State House area.

NJ TRANSIT: Bus

Camden County has the most extensive network of fixed-route bus service of any county in South Jersey. NJ TRANSIT operates 30 regular bus routes in Camden County. The 30 routes consist of:

- 19 regional interstate routes providing service to Philadelphia, and
- 11 intrastate routes (five regional and six local).

The City of Camden, home to the Rand Transportation Center, is a major hub for NJ TRANSIT vehicles from all over southern New Jersey. Twenty routes operated by NJ TRANSIT at the Rand Center provide service through Camden County from Gloucester, Burlington, Atlantic, Cumberland, Mercer, Monmouth, Cape May, and Cumberland counties to Philadelphia. All of the routes (except 412) operate seven days a week. Two of these routes (313 and 315) are shore routes with limited schedules; one (318) operates during the summer only.

The network of transportation routes in Camden County makes it possible for residents to access almost every major employment, medical, entertainment, cultural, and recreation center in the Delaware Valley. NJ TRANSIT buses give county residents access to the cities of Camden, Philadelphia, Trenton, and Atlantic City, and to other transportation services such as PATCO, SEPTA, and NJ TRANSIT rail lines. All of the major population centers in Camden County are served by at least one NJ TRANSIT bus route; almost three-quarters of the communities have more than one bus route traveling through them. This

accommodates the bulk of travel needs – people with day shift jobs, school travel, shopping and medical appointments, and personal business. However, later evening service is needed for people who work 2nd or 3rd shift jobs (i.e. warehousing, telemarketing, retail, hospitality). Also transit-dependent persons need to travel on weekends, whether for employment, shopping, or other personal business.

NJ TRANSIT: Access Link

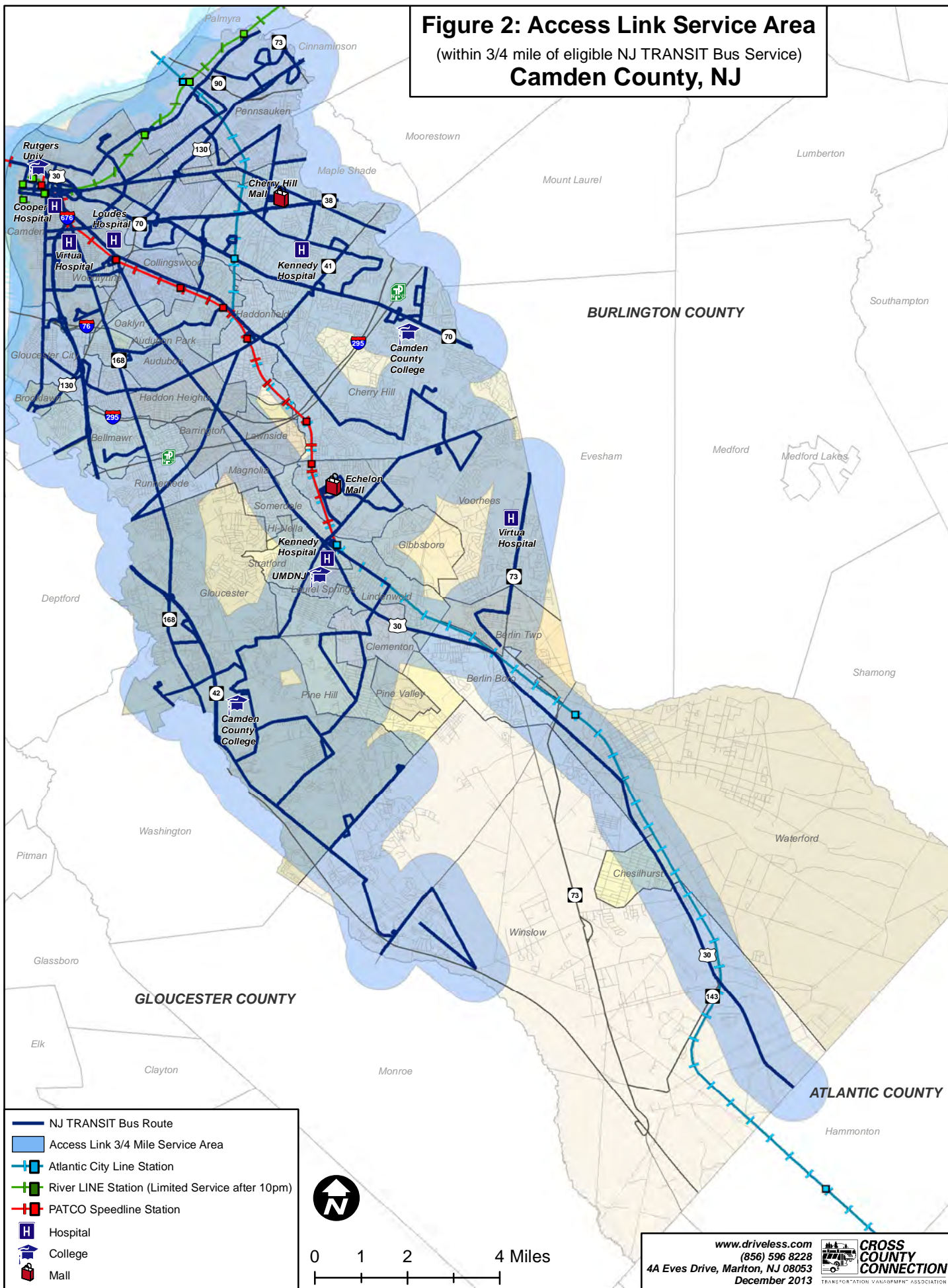
Access Link is NJ TRANSIT’s complementary paratransit service, developed in response to the Americans with Disabilities Act of 1990 (ADA). The ADA required all public transportation systems to provide comparable paratransit service to individuals who are unable to use local bus service as a result of their disability. Access Link is a shared ride, curb-to-curb transportation service for eligible people with disabilities. The service area and hours of service are determined by the local bus network (i.e. service is only available during the times that local bus service is available for that trip and only within ¼ miles of that bus service). For Camden County, the majority of the county is within ¼ of a mile of at least one bus route. However, there are a few areas in the southern end of the county that are not within ¼ of a mile of any NJ TRANSIT bus route and are therefore ineligible for any Access Link service. These areas are shown on Figure 2. Certified customers, regardless of where they live, will be provided Access Link service when the origin and destination requested are within the ¼ mile service area.

Access Link service is available for the same span of service that the relevant local bus route operates. So, if the bus route(s) that the customer would ride for a particular trip (if they could physically ride a bus) operates on Sundays from 10AM-6PM, then Access Link (as the shadow paratransit service) is available on Sundays from 10AM-6PM for that trip.

The fare for Access Link service is the same as the fare that would be charged if the customer rode the bus. NJ TRANSIT has a zone based fare system for its regular bus service. Consequently, the fare depends on how far a customer is traveling. Customers pay the exact fare on the vehicle.

To use Access Link, customers must apply in advance. Each customer must attend an in-person assessment. Once approved, customers call Access Link to make a reservation for service. Customers call 1-14 days in advance to schedule a ride. Customers specify their requested pick-up time. Access Link will schedule service within one hour of the requested time. They will pick-up riders within 20 minutes of the time that they have scheduled. In contrast, Sen-Han schedules rides based on the time that customers want to arrive at their final destination.

Figure 2: Access Link Service Area
 (within 3/4 mile of eligible NJ TRANSIT Bus Service)
Camden County, NJ



- NJ TRANSIT Bus Route
- Access Link 3/4 Mile Service Area
- Atlantic City Line Station
- River LINE Station (Limited Service after 10pm)
- PATCO Speedline Station
- Hospital
- College
- Mall

Senior Citizens United Community Services (SCUCS)

Sen-Han Transit is Camden County's specialized transit system providing paratransit services to senior citizens, persons with disabilities and veterans. The system was developed in 1980 by Senior Citizens United Community Services Inc., a private nonprofit organization governed by an independent board of directors. The transportation system itself (Sen-Han Transit) works with a Citizens Advisory Committee appointed by the County Freeholders.

Sen-Han Transit provides county-wide paratransit services (refer to Figure 3 for service area coverage). It operates Monday through Friday from 6:30AM to 8PM with 25 vehicles and 16 full-time and 4 part-time drivers. All vehicles are lift-equipped. The drivers are equipped with two way radio, providing universal contact with each other and the central dispatcher. The system is fully computerized, including: client records, reservation system, routing and scheduling, ride verification, reporting and vehicle maintenance.

Sen-Han Transit provides door-to-door service throughout Camden County and bordering areas of Burlington, Gloucester and Atlantic Counties, as well as service to major medical centers in Philadelphia, PA. The system encourages a suggested donation of \$2 per ride. There are 27,545 individuals in Sen-Han's computerized passenger database. In 2012 Sen-Han provided 81,996 rides and recorded 500,888 miles.

The system provides a variety of services utilizing demand response, subscription and modified fixed route delivery modes. Demand response service operates on a shared ride basis to medical facilities, employment sites, educational centers and for personal business. Sen-Han's employment transportation is typically for persons with disabilities that require door-to-door service and who work erratic and limited hours (15-25 hours per week). Reservations are required and can be made from two days to two weeks in advance of the appointment. Demand response service accounts for approximately 56% of Sen-Han's total services.

A subscription service mode is used to provide Monday through Friday transportation to several nutrition sites, three sheltered workshops (one in and two out of county) and three employment centers. Riders are generally referred to Sen-Han by the nutrition site or sheltered workshop. The routes are developed based on the home locations of the riders.

Sen-Han provides modified fixed route shopping service to the 23 Camden County municipalities which do not operate their own local bus service. Each town receives weekly food shopping service and twice a month mall service. Routes are developed based on the location of registered riders and change frequently as new riders apply for service. No reservations are required.

Sen-Han does not have the financial capacity to serve all requests for service. They typically deny 5-10 trips a day; most are for demand responsive medical trips. They also have 30-50 people on a waiting list for transportation to/from kidney dialysis (6 rides per week per person). And they have 5-7 people on a waiting list for transportation to/from sheltered workshops. It typically takes several months for a

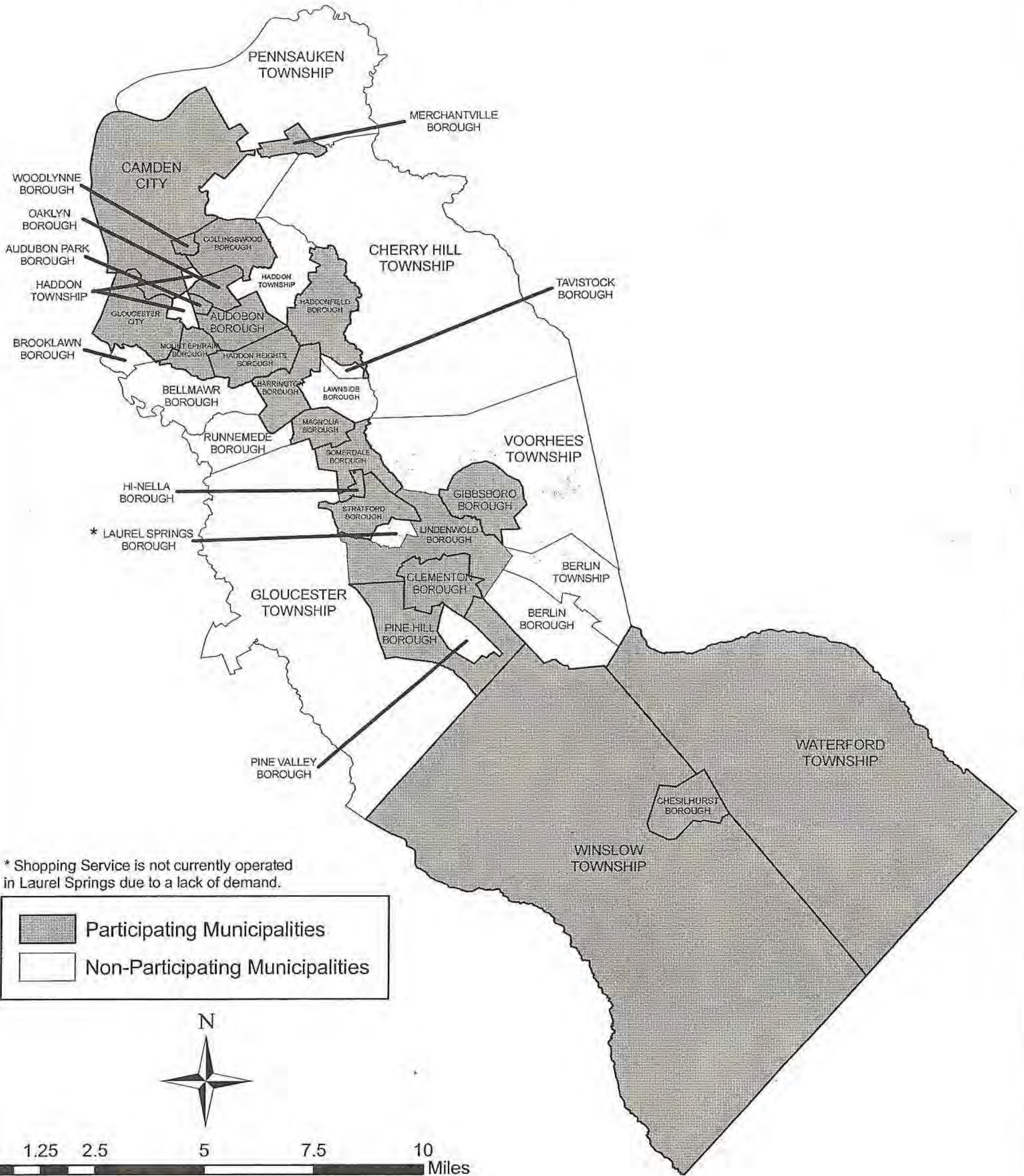
person to clear the waiting list and begin to receive service. This gap in service availability is increasing yearly due to the steady reduction in Casino Revenue funds which has occurred since 2008. Medical appointments (including dialysis) for seniors are now only available from 10am to 2pm Monday to Friday. As the population continues to age, it is crucial that this gap in service for medical appointments, from 6am to 10am, 2pm to 8pm Monday to Friday and Saturday from 6am to 8pm, be restored.

There is also a significant suppressed demand for service. There are customers who cannot wait to clear the waiting list and find other means of transportation for kidney dialysis or a sheltered workshop. There are customers that do not even call in to request trips because they expect to be denied. For example, Sen-Han provides little personal travel service (i.e. errands, going to a restaurant or movie theater, visiting a friend), particularly during evenings and on weekends. The true demand for such services significantly exceeds what Sen-Han currently provides and what they deny.

Sen-Han Transit is involved in several coordination efforts, as described below:

- Sen-Han is a partner with Gloucester County Para Transit system in providing a Monday through Thursday shuttle service to Philadelphia Medical Centers. The Philadelphia Shuttle stops at scheduled times at six different center city locations, as well as the Veterans Health Facility on the outskirts of the city. Each county collects their riders and brings them to a centralized transfer spot in their county. On a rotating basis, one county each day picks up at the transfer point and then drives into Philadelphia. The shuttle, now 17 years old, has provided the residents of each county increased access to Philadelphia medical centers and reduced the previous duplication of effort when each county tried to provide this service individually.
- Over the past 34 years the system has served as the coordinating point for a variety of funding sources which support transportation for the elderly and disabled: Title III Older Americans Act, FTA Section 5310 and Section 5311, and NJ Senior Citizens and Disabled Resident Transportation Act (Casino Funds).
- Sen-Han also serves as a vendor for a variety of other organizations. For example, they have contracts with the NJ Department of Military Affairs (veterans), NJ Division of Youth and Family Services (DYFS sponsored clients), Camden County Board of Freeholders, several municipalities and non-profit agencies. These agencies are able to take advantage of the economies-of-scale of Sen-Han by hiring Sen-Han to operate small services that would be difficult and expensive for those agencies to operate separately. Sen-Han's willingness to partner with other small agencies is a valued form of regional coordination.

Figure 3 Sen Han Coverage Area for Shopping Service



Prepared on May 23, 2006 (Revised on May 1, 2007)
by the South Jersey Transportation Authority GIS Program.

South Jersey Transportation Authority

Grant Funded: Job Access and Reverse Commute (JARC) – Camden

JARC-Camden is a network of work shuttles that operates out of Camden County. Match funding is provided by Camden County Block Grant, Gloucester County, Medford Care Center and UPS. This network includes the following shuttle routes and is illustrated on Figure 4:

- Image and Attitude – Shuttle is available to individuals in preparation for interviews and entry into the workforce. Transportation is provided from the One Stop in Camden to the Madison Building (Rt. 130 & Cove Road) in Pennsauken. Ridership is approximately 114 one way passenger trips per month.
- Pennsauken Light Rail Shuttle - Feeder Shuttle that transports passengers from the NJ Transit Light Rail station at Rt. 73 to employers in the Pennsauken Industrial Park. Ridership is approximately 3,900 one way passenger trips per month.
- Medford Care – Shuttle for employees of Medford Care Center. The shuttle operates over multiple shifts, transporting employees from the Walter Rand Transportation Center in Camden to Medford Care Center in Medford, NJ. Ridership is approximately 950 one way passenger trips per month.
- Pureland Industrial Park – Shuttle service transporting employees from The Walter Rand Transportation Center in Camden to the Pureland Industrial Park in Logan Township, Gloucester County. This shuttle serves all three shifts in the complex. Ridership is approximately 2,030 one way passenger trips per month.
- UPS - Shuttle service transporting employees from The Walter Rand Transportation Center in Camden to the UPS Facility in North Philadelphia. This shuttle serves multiple overnight shifts. Ridership is approximately 1,240 one way passenger trips per month.

Non-Grant Funded Services

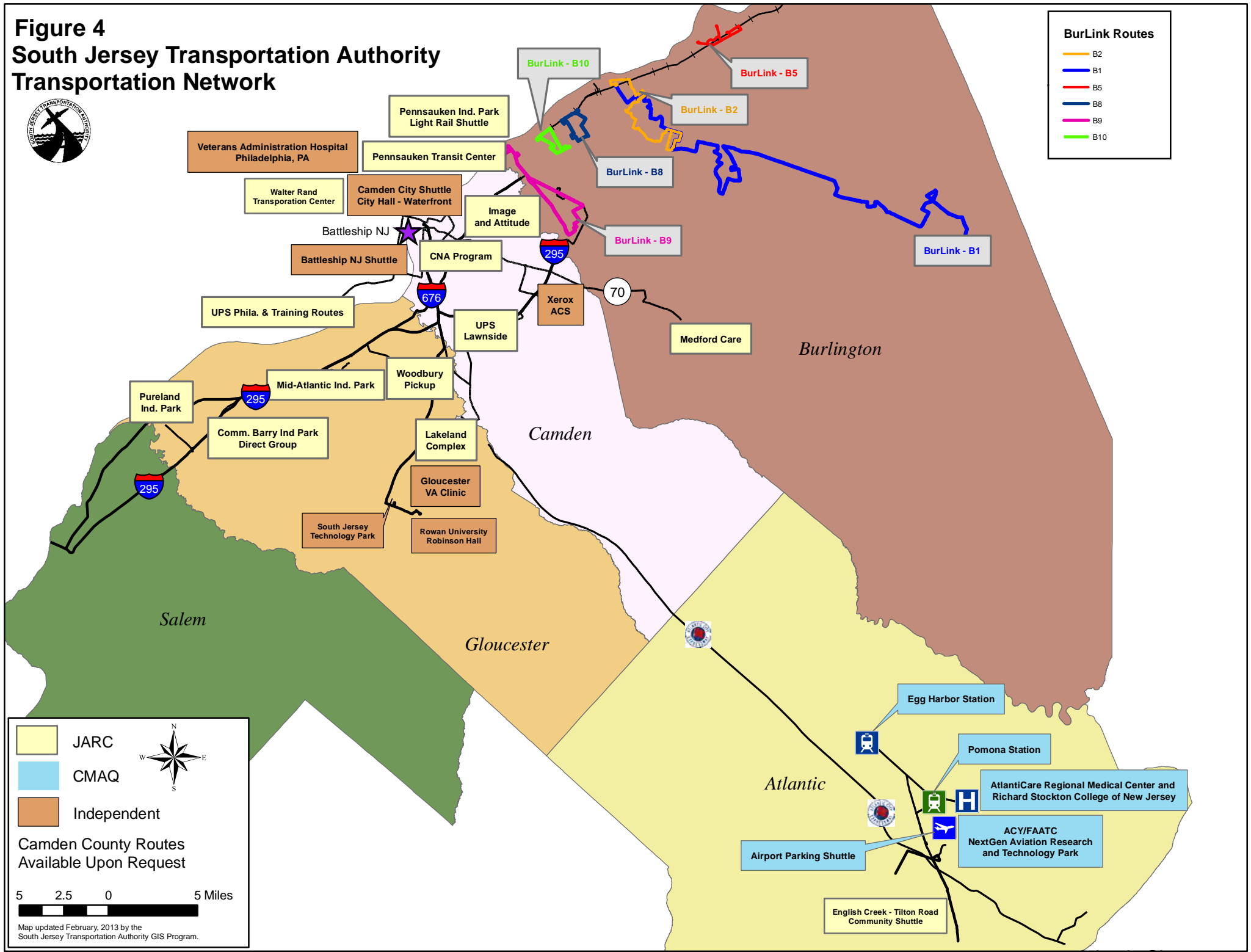
- Woodcrest Shuttle – Privately funded by Xerox, SJTA provides a feeder shuttle from the PATCO Woodcrest Station to their place of employment. Ridership is approximately 2,030 one way passenger trips per month.
- Camden City Hall – Shared services agreement with Camden County in which SJTA provides shuttle services for Camden City Hall jurors and employees. Ridership is approximately 1,490 one way passenger trips per month.
- Battleship NJ – Privately funded by Battleship NJ to transport customers for Battleship tours and encampments. Ridership is approximately 700 one way passenger trips per month, and is provided on an as-needed basis.
- Veterans Affairs Shuttle – SJTA offers backup shuttle services for Veterans Affairs when other providers are not available. This service is provided on an as needed basis.
- Rowan Campus to Campus Shuttle – Private shuttle funded by Rowan to transport students and faculty between the Camden and Glassboro campus. Service availability is based on the academic calendar provided by Rowan University.

Figure 4
South Jersey Transportation Authority
Transportation Network



BurLink Routes

- B2
- B1
- B5
- B8
- B9
- B10



JARC
 CMAQ
 Independent

Camden County Routes Available Upon Request

5 2.5 0 5 Miles

Map updated February, 2013 by the South Jersey Transportation Authority GIS Program.

SJTA, as a regional provider, also serves the following counties

Grant Funded – Atlantic County

- JARC – English Creek Tilton Road Community Shuttle--This is a deviated fixed-route service connecting passengers in the English Creek and Tilton Road area with NJ Transit buses and work transportation. The match funding is provided by the Pascale Sykes Foundation and \$1.00 fares to offset the cost of the shuttle. Since recently expanding to use two buses per shift, ridership has averaged approximately 1,200 one way passenger trips per month.
- JARC – Pomona Shuttle--This is a deviated fixed-route service serving as a rail feeder shuttle for the NJ Transit's Egg Harbor Rail Station. Passengers utilizing this service can connect with employment at Stockton State College, FAA Technical Center and Atlantic City International Airport. Match funding is provided by The Richard Stockton College of New Jersey. Ridership is approximately 870 one way passenger trips per month, which fluctuates depending to the Stockton academic calendar.

Non-Grant Funded – Burlington County

- BurLink--Since 2000 the County of Burlington has provided a deviated Fixed Route System ("BurLink") that serves the areas of the County that do not have regular NJ Transit service with the routes designed to serve the needs of area workers to reach employers or to other regional transportation services. SJTA has just entered into a three year shared services agreement to continue operations of the BurLink service. This follows two years of operating as the lowest responsible bidder. Ridership is approximately 11,410 one way passenger trips per month. The service is funded by Burlington County, which uses several grants to support the service.

Municipal Services

Twelve municipalities in Camden County provide local transportation services for their residents. They are: Pennsauken Township, Cherry Hill Township, Haddon Township, Voorhees Township, Berlin Township, Berlin Borough, Gloucester Township, Lawnside Borough, Runnemede Borough, Bellmawr Borough, and Brooklawn Borough. Typically, they provide modified fixed-route bus service, oriented to senior citizens and persons with disabilities. Some are open to the general public. The amount of service operated varies from community to community. Typically, they operate different routes on different days of the week, to serve a wide variety of destinations. Sen-Han does not duplicate service operated by a municipality. For example, if a municipality provides shopper shuttle service, then Sen-Han does not offer such service in that municipality.

Other Transportation Providers and Services

Several other organizations provide transportation services in Camden County primarily to a specific group of people. These non-profit organizations provide a wide range of social service programs, such as adult day services, programs for persons with mental and physical disabilities, amongst others. These organizations provide transportation services to their clients and are included in the Table of Participating Agencies.

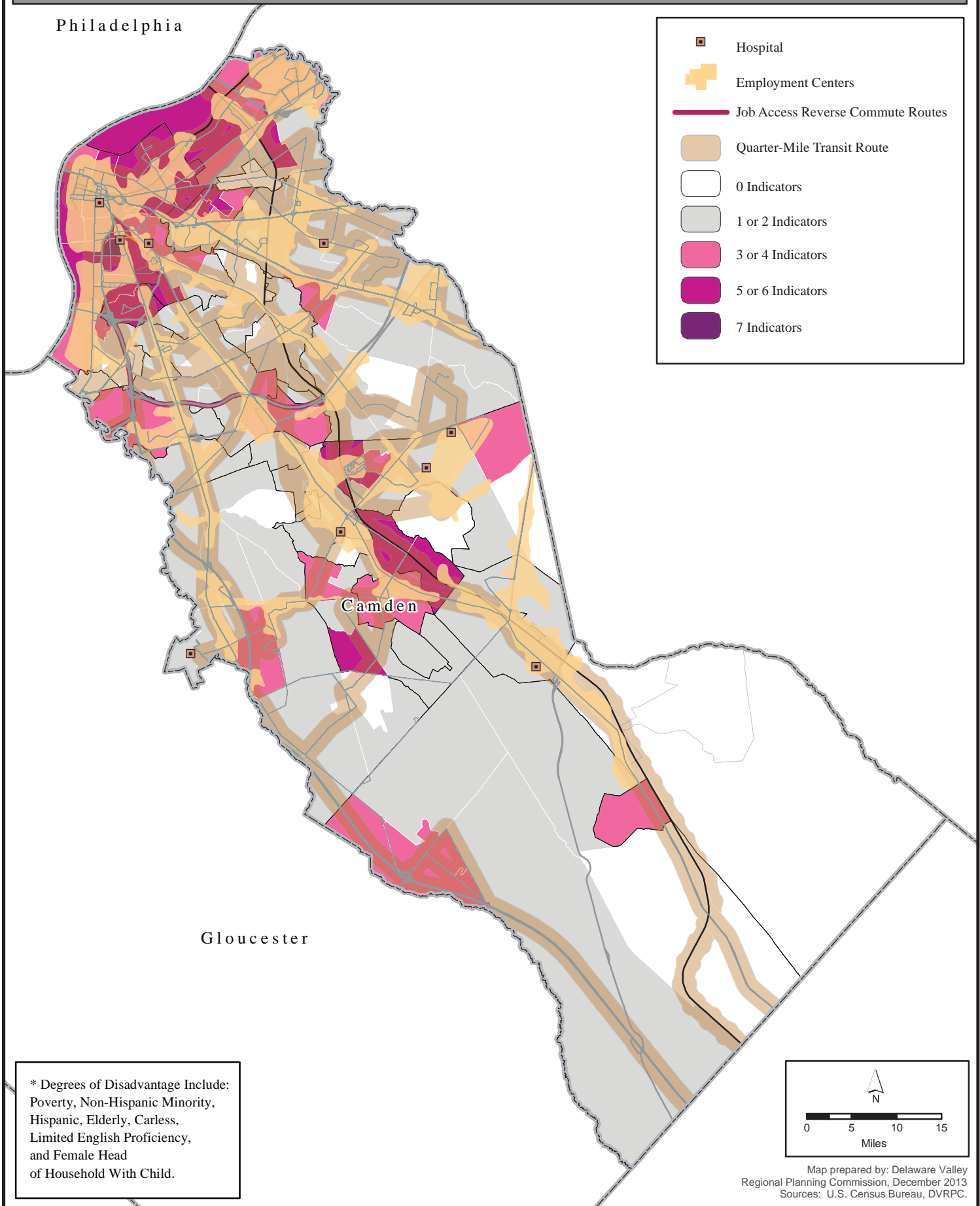
Other organizations provide transportation-related services to assist transit operators and passengers. In southern NJ, Cross County Connection is the designated Transportation Management Association and acts as a clearinghouse for transportation-related information for counties, municipalities, employers and residents, as well as implementing the state-wide ridesharing program for southern NJ. NJTIP at Rutgers provides travel instruction programs to individuals to increase their independence and self-sufficiency. These organizations are also listed in the Table of Participating Agencies.

Overall Transit Dependency

The Delaware Valley Regional Planning Commission (DVRPC), as part of its *Improving Access to Opportunities in the Delaware Valley Region: Coordinated Human Services Transportation Plan*, developed a measure called “indicators of potential disadvantage” to identify disadvantaged communities in the region. The indicators include populations with the following characteristics: poverty, non-Hispanic minority, Hispanic, elderly, zero vehicles, disabled, limited English proficiency, and female head of household with child. Each census tract was rated as to whether it met the criteria for being potentially disadvantaged for each of these eight characteristics. Then, DVRPC rated each census tract for how many criteria it was rated as potentially disadvantaged. This analysis broadly summarizes the level of potential disadvantage of each census tract and paints a general picture of the areas that are more likely to need public transportation services.

Figure 5 shows the Indicators of Potential Disadvantage (IDP) with the rail and bus transit network with a ¼ mile band, overlaid onto the map. This map shows the areas of the county which have “transit access,” defined as a route within ¼ mile. Figure 3 shows that access to transit in the northern and central parts of the county is extensive. However, there are areas without transit access in the southern and eastern parts of Camden County, particularly between the major through roads, as well as pockets scattered throughout the county. It also shows that the areas with the most indicators of potential disadvantage are generally well served by public transit. As indicated by DVRPC, the most disadvantaged areas in Camden County are in the City of Camden, Pennsauken, Lawnside, Lindenwold, and Pine Hill, Gloucester City, Woodlynne, and Collingswood.

Figure 5: Transit Access and Indicators of Potential Disadvantage



DEMOGRAPHICS

Population Characteristics

As Table 1 shows, Camden County’s population increased by less than 1% (47,300 people) between 2000 and 2010 (US Census). Of the 37 municipalities in Camden County, only Berlin Township (23%) and Winslow (14%) experienced a significant increase in population between 2000 and 2010. As the table shows several of the older boroughs experienced a slight decrease in population. Among the largest municipalities, Camden City’s population decreased by approximately 3%, Gloucester City’s population decreased by less than 1%, Pennsauken experienced a slight increase and Voorhees and Cherry Hill gained population, 4% and 1.5, respectively.

Table: 1: Camden County Population Change, 2000-2010

Municipal	Population (2000)	Population (2010)	% Change 2000-2010
Tavistock Borough	24	5	-79.2%
Pine Valley Borough	20	12	-40.0%
Brooklawn Borough	2,354	1,955	-16.9%
Hi-Nella Borough	1,029	870	-15.5%
Audubon Park Borough	1,102	1,023	-7.2%
Gibbsboro Borough	2,435	2,274	-6.6%
Pine Hill Borough	10,880	10,233	-5.9%
Audubon Borough	9,182	8,819	-4.0%
Oaklyn Borough	4,188	4,038	-3.6%
Camden City	79,904	77,344	-3.2%
Stratford Borough	7,271	7,040	-3.2%
Laurel Springs Borough	1,970	1,908	-3.1%
Collingswood Borough	14,326	13,926	-2.8%
Magnolia Borough	4,409	4,341	-1.5%
Barrington Borough	7,084	6,983	-1.4%
Haddon Heights Borough	7,547	7,473	-1.0%
Somerdale Borough	5,192	5,151	-0.8%
Runnemede Borough	8,533	8,468	-0.8%
Haddonfield Borough	11,659	11,593	-0.6%
Gloucester City	11,484	11,456	-0.2%
Clementon Borough	4,986	5,000	0.3%
Haddon Township	14,651	14,707	0.4%
Pennsauken Township	35,737	35,885	0.4%
Gloucester Township	64,350	64,634	0.4%
Merchantville Borough	3,801	3,821	0.5%
Lindenwold Borough	17,414	17,613	1.1%
Berlin Township	5,290	5,357	1.3%
Waterford Township	10,494	10,649	1.5%
Cherry Hill Township	69,965	71,045	1.5%
Bellmawr Borough	11,262	11,583	2.9%
Voorhees Township	28,126	29,131	3.6%
Mount Ephraim Borough	4,495	4,676	4.0%
Woodlynne Borough	2,796	2,978	6.5%
Chesilhurst Borough	1,520	1,634	7.5%
Lawnside Borough	2,692	2,945	9.4%
Winslow Township	34,611	39,499	14.1%
Berlin Borough	6,149	7,588	23.4%
Total County Population	508,932	513,657	0.9%

Source: US Census Bureau, Table P1: Total Population, 2000 & 2010.

Residents Age 65 and over

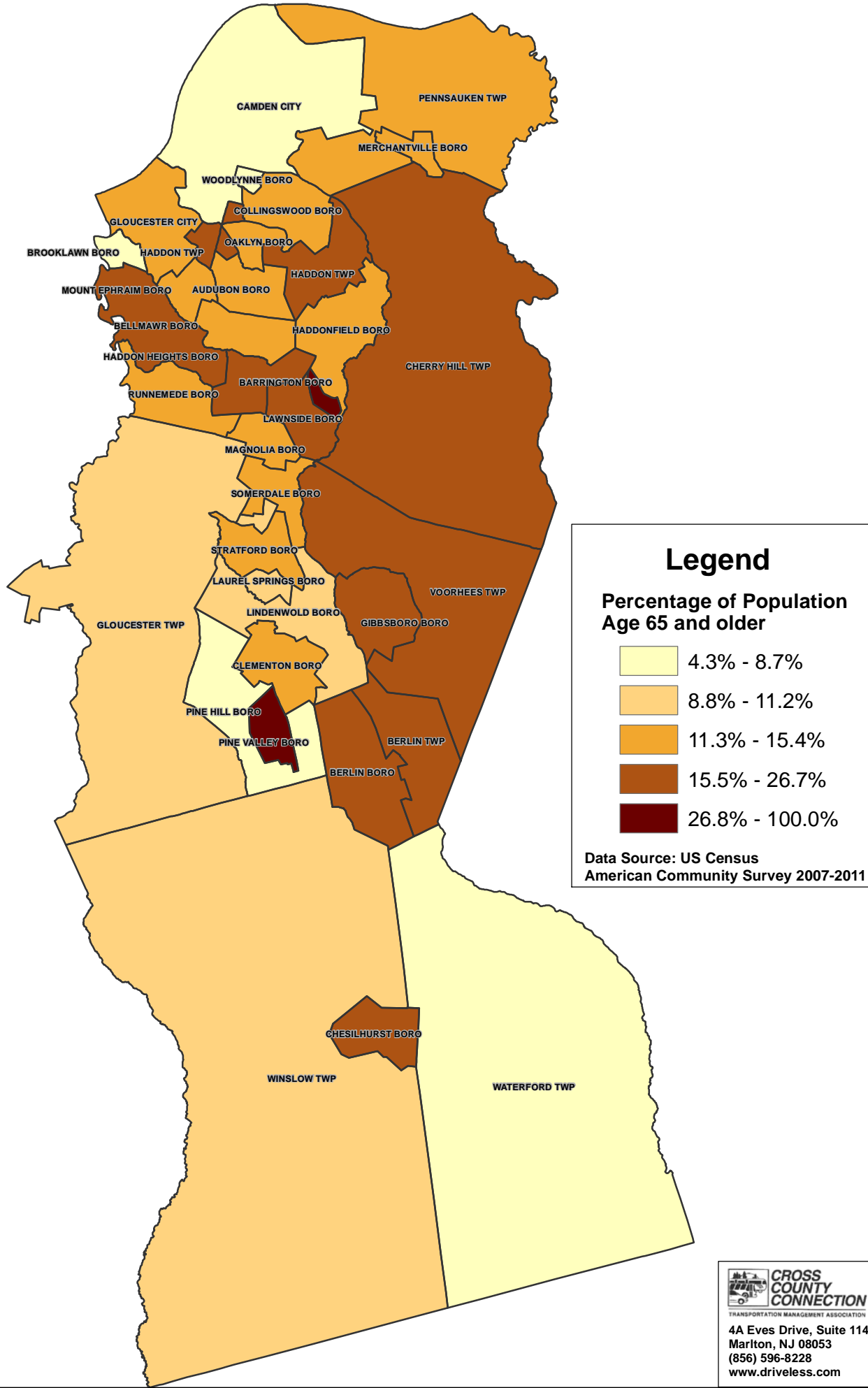
As Table 2 and Figure 6 show, approximately, 13% of Camden County’s residents are 65 years of age or older. The municipalities with the largest percentage of older residents includes the largest concentration of older county residents occurs primarily in areas s of the county. These include the eastern section of the county, including Cherry Hill, Voorhees, Gibbsboro and Berlin Borough and Township. Additionally, the older boroughs between the White Horse and Black Horse Pikes also have a high percentage of older residents. These areas are served by several NJ TRANSIT buses.

Table: 2: Camden County Residents Age 65 and over, 2011

Municipality	Population 65+ Years (Est.)	Total Municipality Population	% of Population 65+ Years
Audubon Borough	1,222	8,858	13.8%
Audubon Park Borough	273	1,022	26.7%
Barrington Borough	1,210	7,002	17.3%
Bellmawr Borough	1,899	11,591	16.4%
Berlin Borough	1,208	7,448	16.2%
Berlin Township	878	5,351	16.4%
Brooklawn Borough	151	1,732	8.7%
Camden City	6,133	77,739	7.9%
Cherry Hill Township	12,302	71,003	17.3%
Chesilhurst Borough	327	1,770	18.5%
Clementon Borough	604	5,002	12.1%
Collingswood Borough	1,702	13,983	12.2%
Gibbsboro Borough	442	2,316	19.1%
Gloucester Township	7,078	64,545	11%
Gloucester City City	1,511	11,458	13.2%
Haddon Township	2,468	14,718	16.8%
Haddonfield Borough	1,622	11,599	14%
Haddon Heights Borough	1,111	7,496	14.8%
Hi-Nella Borough	80	858	9.3%
Laurel Springs Borough	226	2,012	11.2%
Lawnside Borough	475	2,930	16.2%
Lindenwold Borough	1,629	17,609	9.3%
Magnolia Borough	563	4,348	12.9%
Merchantville Borough	516	3,822	13.5%
Mount Ephraim Borough	596	4,664	12.8%
Oaklyn Borough	627	4,061	15.4%
Pennsauken Township	4,729	35,925	13.2%
Pine Hill Borough	784	10,291	7.6%
Pine Valley Borough	12	12	100%
Runnemede Borough	1,159	8,490	13.7%
Somerdale Borough	698	5,182	13.5%
Stratford Borough	996	7,080	14.1%
Tavistock Borough	4	4	100%
Voorhees Township	4,698	29,080	16.2%
Waterford Township	917	10,656	8.6%
Winslow Township	4,191	38,958	10.8%
Woodlynne Borough	127	2,967	4.3%
Total County Population	65,168	513,582	12.7%

Source: U.S Census Bureau, 2007-2011 American Community Survey.
Table DP05 ACS Demographic and Housing Estimates

Figure 6: Camden County Population Age 65 and Older



Residents with Disabilities

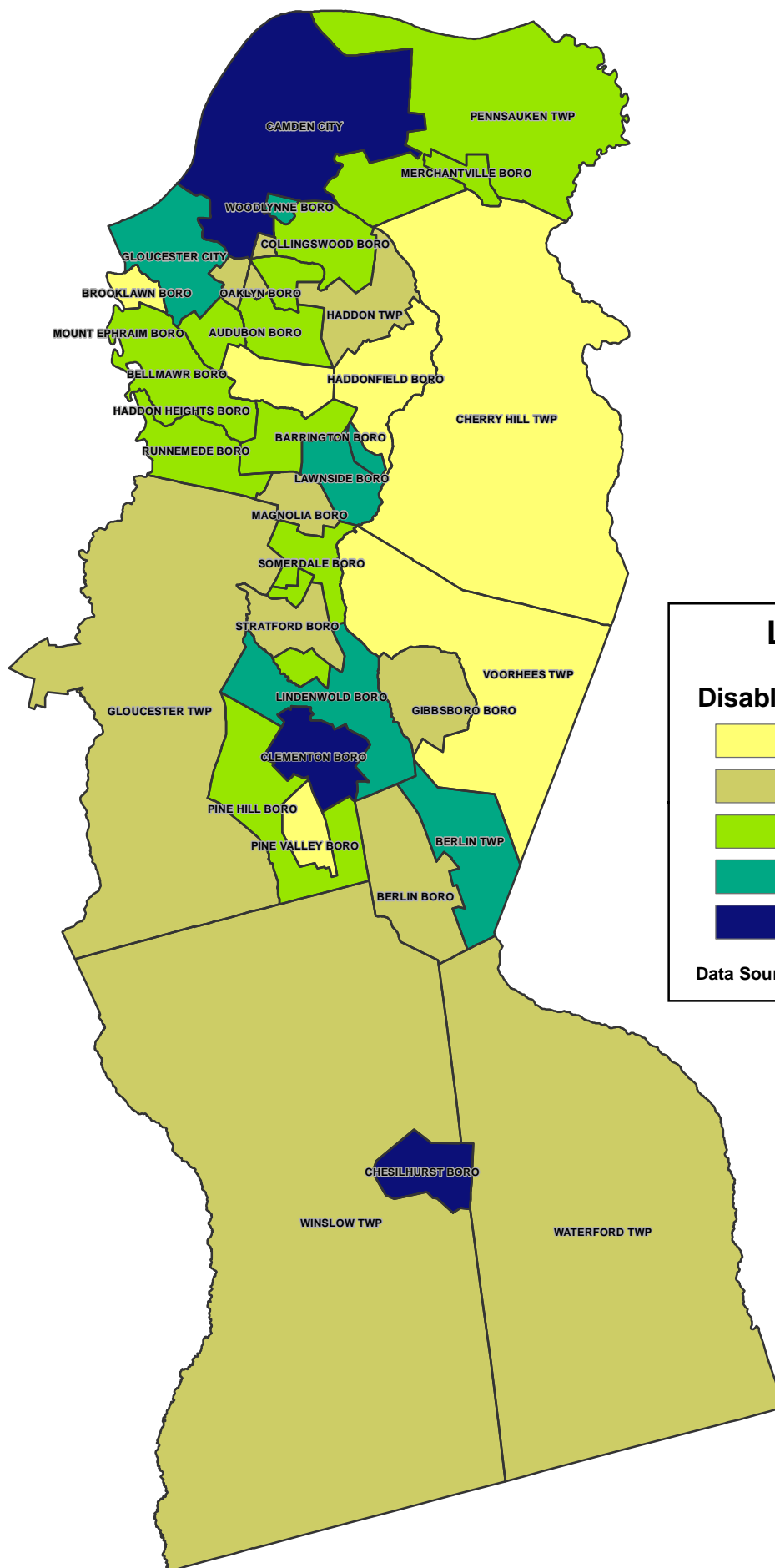
According to the 2000 US Census (data for 2010 Census is not available), approximately 19% of Camden County’s residents have a disability (refer to table 3). As shown on Figure 7, the municipalities with the highest percentage of persons with disabilities include Camden City (28%), Chesilhurst Borough (28%), Woodlynn (24%), and Clementon Borough (26%).more of the population. Camden City and Woodlynn are served by numerous NJ TRANSIT bus routes and Access Link. Clementon has limited service and Chesilhurst is not served by public transit service.

Table 3: Camden County Persons with Disability, 2000

Municipality	Population 5 Years and Older with a Disability 2000	Total Population 5 Years and Older (2000)	% with Disability
Audubon Borough	1,567	8,637	18.1%
Audubon Park Borough	166	1,051	15.8%
Barrington Borough	1,337	6,635	20.2%
Bellmawr Borough	2,202	10,719	20.5%
Berlin Borough	901	5,804	15.5%
Berlin Township	1,073	4,908	21.9%
Brooklawn Borough	305	2,195	13.9%
Camden City	19,536	69,089	28.3%
Cherry Hill Township	9,290	64,927	14.3%
Chesilhurst Borough	383	1,359	28.2%
Clementon Borough	1,206	4,675	25.8%
Collingswood Borough	2,507	13,510	18.6%
Gibbsboro Borough	385	2,287	16.8%
Gloucester Township	10,088	59,589	16.9%
Gloucester City City	2,341	10,770	21.7%
Haddon Township	2,399	13,798	17.4%
Haddonfield Borough	1,113	10,815	10.3%
Haddon Heights Borough	976	7,074	13.8%
Hi-Nella Borough	182	960	19.0%
Laurel Springs Borough	344	1,863	18.5%
Lawnside Borough	563	2,596	21.7%
Lindenwold Borough	3,745	16,093	23.3%
Magnolia Borough	633	4,097	15.5%
Merchantville Borough	728	3,542	20.6%
Mount Ephraim Borough	768	4,234	18.1%
Oaklyn Borough	763	3,928	19.4%
Pennsauken Township	6,414	33,061	19.4%
Pine Hill Borough	2,071	10,098	20.5%
Pine Valley Borough	2	16	12.5%
Runnemede Borough	1,628	8,047	20.2%
Somerdale Borough	976	4,950	19.7%
Stratford Borough	1,168	6,742	17.3%
Tavistock Borough	5	22	22.7%
Voorhees Township	3,324	25,642	13.0%
Waterford Township	1,517	9,746	15.6%
Winslow Township	4,912	30,869	15.9%
Woodlynne Borough	625	2,591	24.1%
Total County Population	88,143	466,939	18.9%

Source: U.S. Census Bureau, 2000 Census Summary File.
Table QT-P21 Disability Status, 2000.

**Figure 7: Camden County
Percentage of Population with a Disability**



Legend

Disabled Population

- 10.3% - 14.3%
- 14.4% - 17.4%
- 17.5% - 20.6%
- 20.7% - 24.1%
- 24.2% - 28.3%

Data Source: US Census 2000



Veteran Population

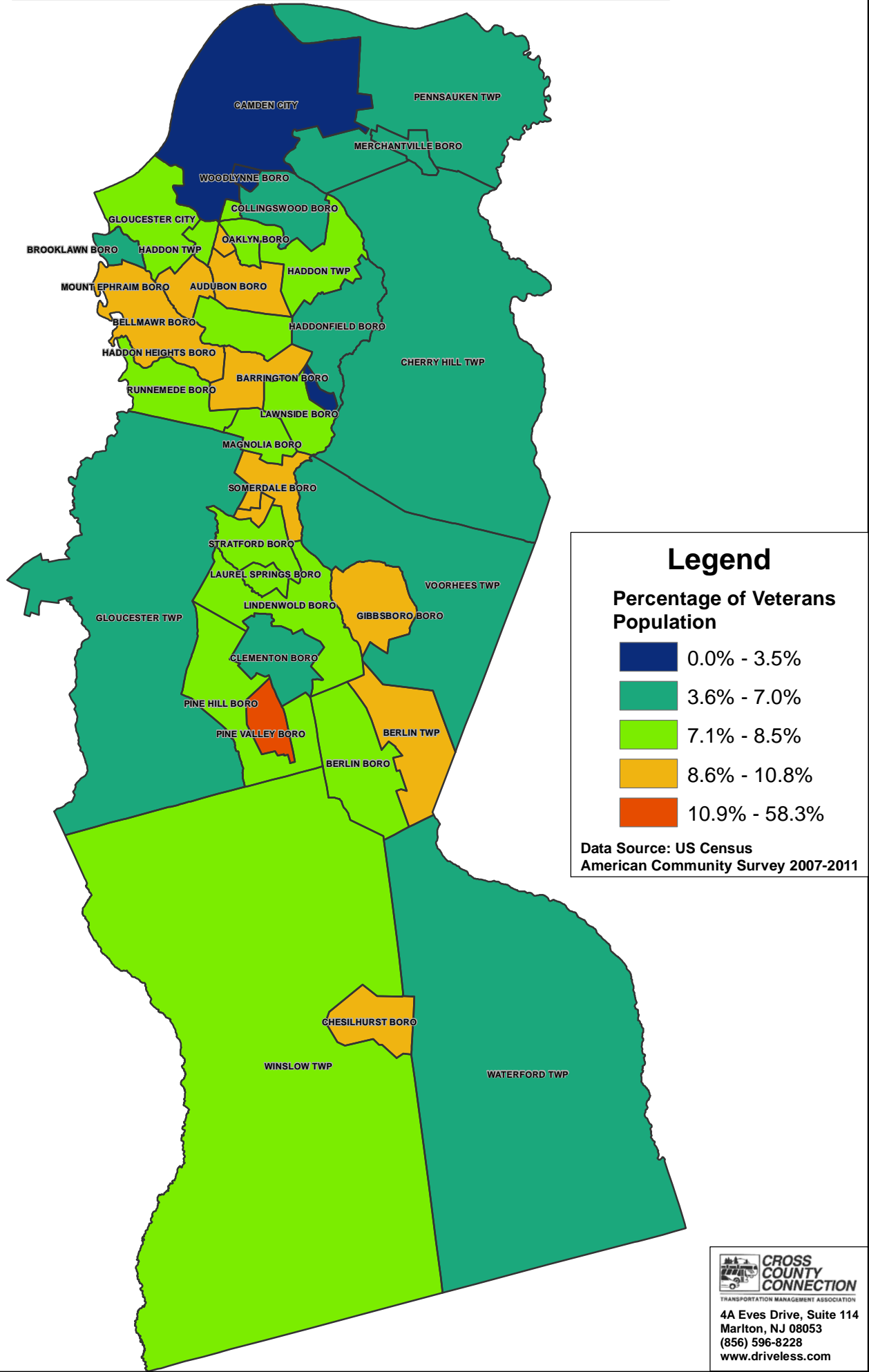
Approximately 6% of Camden County’s residents are veterans. The municipalities with the highest percentage of veterans, 8.6% or higher, reside in the communities between the Black Horse and White Horse Pikes and in Somerdale and Gibbsboro boroughs and Berlin Township. Gibbsboro and Berlin have limited public transit service. Refer to Table 4 and Figure 8.

Table 4: Camden County Veterans, 2011

Municipality	Total Veteran Population	Total Population	% Veteran Population
Audubon Borough	837	8,819	9.5%
Audubon Park Borough	97	1,023	9.5%
Barrington Borough	677	6,983	9.7%
Bellmawr Borough	1,035	11,583	8.9%
Berlin Borough	629	7,588	8.3%
Berlin Township	479	5,357	8.9%
Brooklawn Borough	137	1,955	7.0%
Camden City	2,573	77,344	3.3%
Cherry Hill Township	3,996	71,045	5.6%
Chesilhurst Borough	147	1,634	9.0%
Clementon Borough	329	5,000	6.6%
Collingswood Borough	855	13,926	6.1%
Gibbsboro Borough	245	2,274	10.8%
Gloucester Township	4,541	64,634	7.0%
Gloucester City City	849	11,456	7.4%
Haddon Township	1,191	14,707	8.1%
Haddonfield Borough	544	11,593	4.7%
Haddon Heights Borough	614	7,473	8.2%
Hi-Nella Borough	91	870	10.5%
Laurel Springs Borough	143	1,908	7.5%
Lawnside Borough	251	2,945	8.5%
Lindenwold Borough	1,348	17,613	7.7%
Magnolia Borough	337	4,341	7.8%
Merchantville Borough	267	3,821	7.0%
Mount Ephraim Borough	416	4,676	8.9%
Oaklyn Borough	320	4,038	7.9%
Pennsauken Township	2,353	35,885	6.6%
Pine Hill Borough	865	10,233	8.5%
Pine Valley Borough	7	12	58.3%
Runnemede Borough	614	8,468	7.3%
Somerdale Borough	467	5,151	9.1%
Stratford Borough	568	7,040	8.1%
Tavistock Borough	0	5	0.0%
Voorhees Township	1,619	29,131	5.6%
Waterford Township	696	10,649	6.5%
Winslow Township	2,865	39,499	7.3%
Woodlynne Borough	103	2,978	3.5%
Total County Population	33,105	513,657	6.4%

Source: U.S. Census Bureau, 2007-2011 American Community Survey.
Table S2101 Veteran Status

Figure 8: Veterans Population in Camden County



Households in Poverty

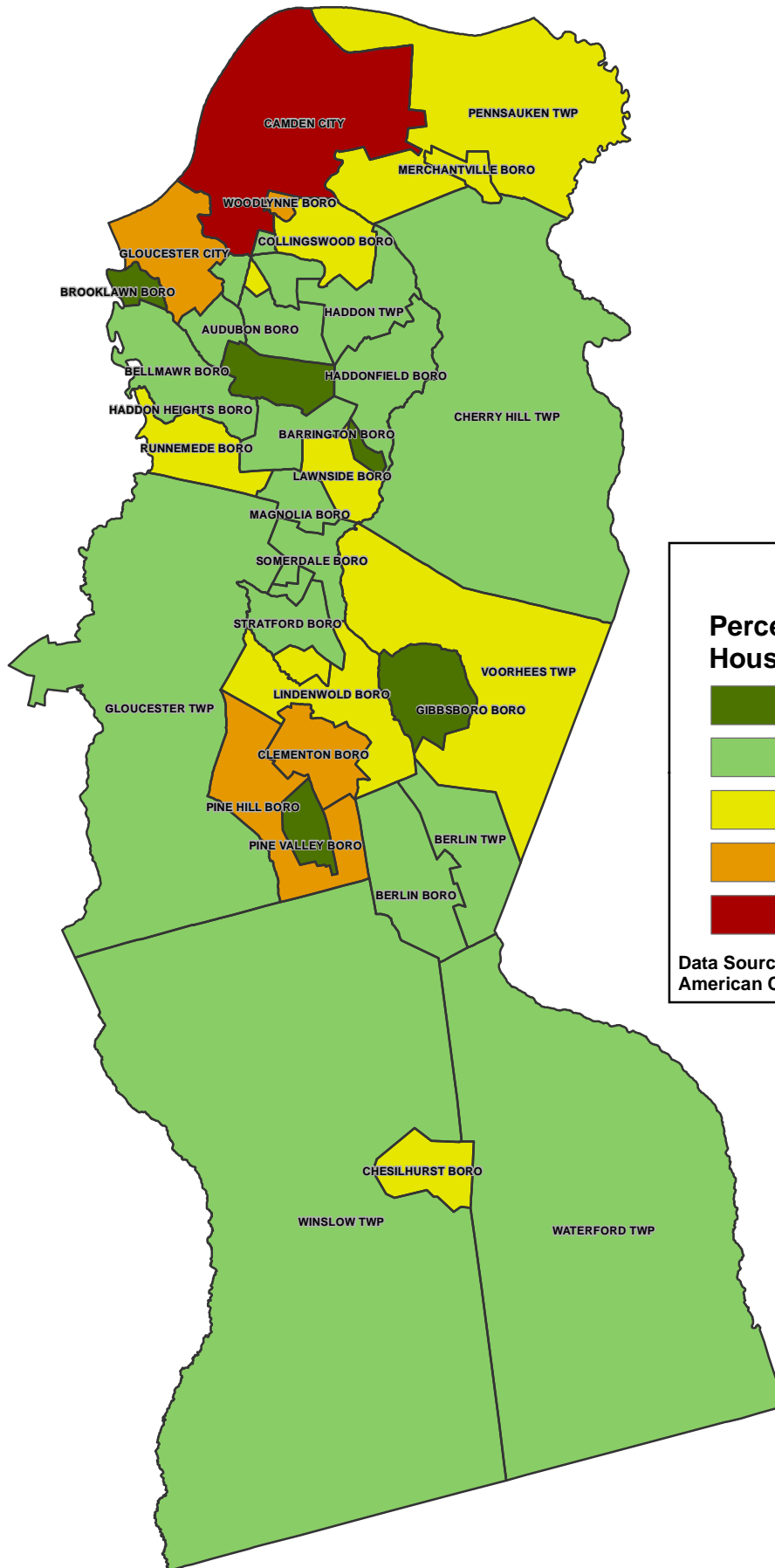
The percentage of Camden County households living below the poverty line is relatively high at approximately 12%; approximately 11.6% of NJ households are below the poverty line. Camden City is one of the poorest cities in the country with 38% of households below the poverty level. Other municipalities with a high percentage of households below the poverty level include Gloucester City (14%), Clementon (19%), and Pine Hill (16%). Refer to Table 5 and Figure 9.

Table 5: Camden County Households Below Poverty Level, 2010

Municipality	Households Below Poverty Level (Est)	Total Household Population (Est)	% of Households in Poverty
Audubon Borough	203	3,734	5.4%
Audubon Park Borough	39	454	8.6%
Barrington Borough	175	3,060	5.7%
Bellmawr Borough	362	4,479	8.1%
Berlin Borough	157	2,744	5.7%
Berlin Township	92	1,963	4.7%
Brooklawn Borough	24	707	3.4%
Camden City	9,472	24,904	38.0%
Cherry Hill Township	1,135	26,006	4.4%
Chesilhurst Borough	63	571	11.0%
Clementon Borough	441	2,358	18.7%
Collingswood Borough	676	6,260	10.8%
Gibbsboro Borough	15	790	1.9%
Gloucester Township	1,439	22,976	6.3%
Gloucester City City	604	4,214	14.3%
Haddon Township	469	6,015	7.8%
Haddonfield Borough	184	4,279	4.3%
Haddon Heights Borough	70	3,023	2.3%
Hi-Nella Borough	27	372	7.3%
Laurel Springs Borough	85	697	12.2%
Lawnside Borough	107	954	11.2%
Lindenwold Borough	901	7,553	11.9%
Magnolia Borough	135	1,944	6.9%
Merchantville Borough	135	1,557	8.7%
Mount Ephraim Borough	147	1,871	7.9%
Oaklyn Borough	135	1,758	7.7%
Pennsauken Township	1,144	12,766	9.0%
Pine Hill Borough	633	4,041	15.7%
Pine Valley Borough	0	5	0.0%
Runnemede Borough	303	3,314	9.1%
Somerdale Borough	138	1,999	6.9%
Stratford Borough	167	2,741	6.1%
Tavistock Borough	0	2	0.0%
Voorhees Township	1,062	11,452	9.3%
Waterford Township	226	3,585	6.3%
Winslow Township	893	14,237	6.3%
Woodlynne Borough	151	952	15.9%
Total County Population	22,009	190,337	11.6%

Source: US Census Bureau, 2006-2010 American Community Survey. Table B17017Poverty Status.

**Figure 9: Camden County
Percentage of Households in Poverty**



Legend

Percentage of Households in Poverty

- 0.0% - 3.4%
- 3.5% - 8.1%
- 8.2% - 12.2%
- 12.3% - 18.7%
- 18.8% - 38.0%

Data Source: US Census
American Community Survey 2006-2010



Households with Zero Vehicles

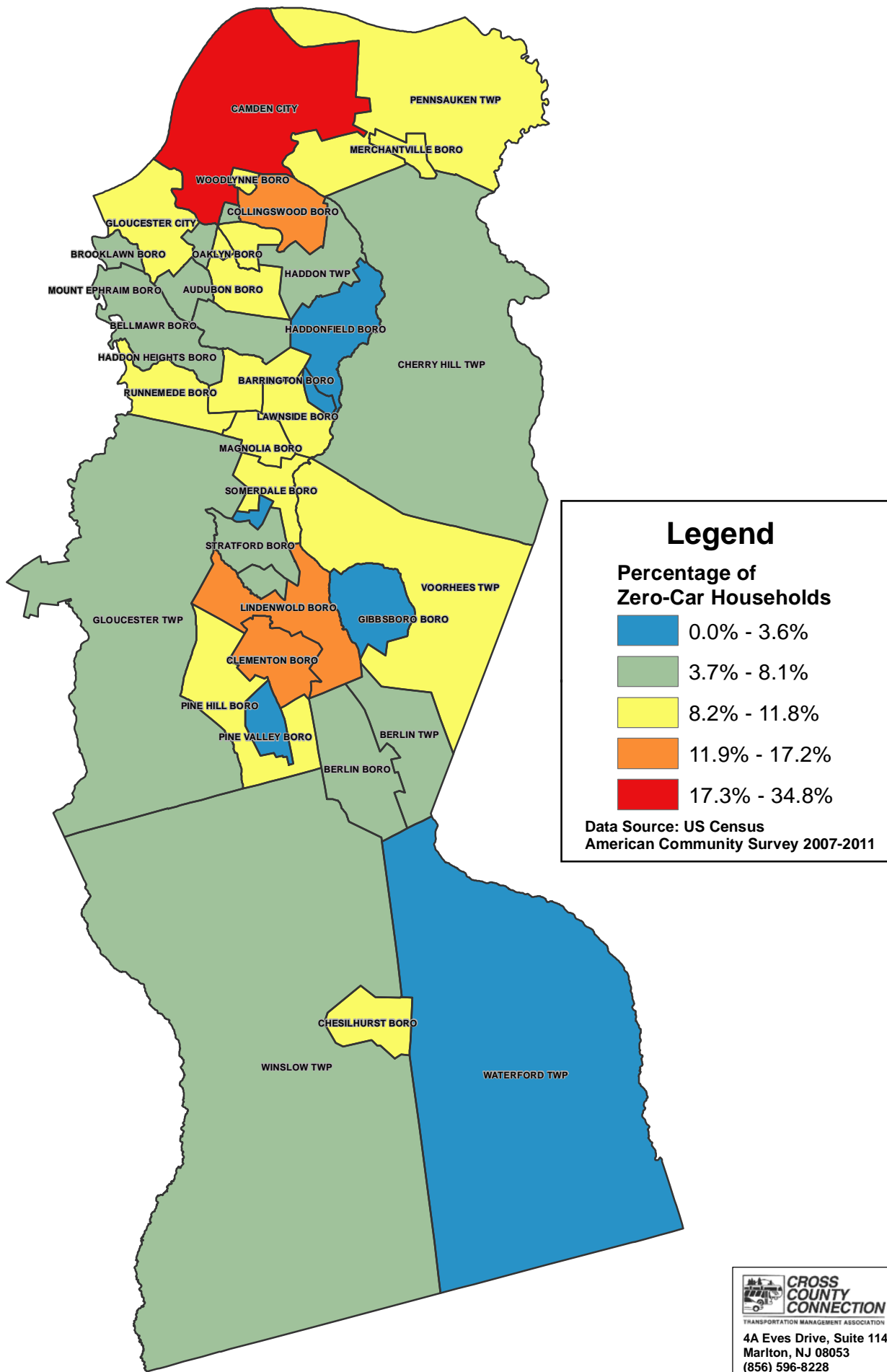
As shown on Table 6 and Figure 10, approximately 11.5% of Camden County households do not have a vehicle. The largest concentration of zero vehicle households occurs in Camden City (35%), Clementon (17%), Collingswood (16), and Lindenwold (15%). Camden City and Collingswood are served by several bus routes and the PATCO High Speed Line. Lindenwold is also served by PATCO and the Atlantic City Rail Line. Clementon is served by limited bus service.

Table 6: Camden County Households Zero Vehicles, 2011

Municipality	Households with Zero Vehicles	Occupied Households	% Households Zero Vehicles
Audubon Borough	326	3,734	8.7%
Audubon Park Borough	53	454	11.7%
Barrington Borough	316	3,060	10.3%
Bellmawr Borough	331	4,479	7.4%
Berlin Borough	156	2,744	5.7%
Berlin Township	147	1,963	7.5%
Brooklawn Borough	57	707	8.1%
Camden City	8,658	24,904	34.8%
Cherry Hill Township	1,569	26,006	6.0%
Chesilhurst Borough	54	571	9.5%
Clementon Borough	405	2,358	17.2%
Collingswood Borough	1,023	6,260	16.3%
Gibbsboro Borough	11	790	1.4%
Gloucester Township	1,131	22,976	4.9%
Gloucester City City	475	4,214	11.3%
Haddon Township	376	6,015	6.3%
Haddonfield Borough	155	4,279	3.6%
Haddon Heights Borough	127	3,023	4.2%
Hi-Nella Borough	9	372	2.4%
Laurel Springs Borough	55	697	7.9%
Lawnside Borough	86	954	9.0%
Lindenwold Borough	1,151	7,553	15.2%
Magnolia Borough	220	1,944	11.3%
Merchantville Borough	184	1,557	11.8%
Mount Ephraim Borough	118	1,871	6.3%
Oaklyn Borough	167	1,758	9.5%
Pennsauken Township	1,079	12,766	8.5%
Pine Hill Borough	386	4,041	9.6%
Pine Valley Borough	0	5	0.0%
Runnemede Borough	352	3,314	10.6%
Somerdale Borough	167	1,999	8.4%
Stratford Borough	184	2,741	6.7%
Tavistock Borough	0	2	0.0%
Voorhees Township	1,261	11,452	11.0%
Waterford Township	62	3,585	1.7%
Winslow Township	916	14,237	6.4%
Woodlynne Borough	92	952	9.7%
Total County Population	21,859	190,337	11.5%

Source: US Census Bureau, 2007-2011 American Community Survey. Table DP04 Selected Housing Characteristics.

**Figure 10: Camden County
Percentage of Zero-Car Households**



EMPLOYMENT

As Table 7 shows, 39% of Camden County residents work within the county. Of those who commute to work destinations outside Camden County, the largest percentages commute to work destinations in Burlington County, NJ (15%) and Philadelphia (13%). Other destinations include Gloucester County (8%) and Mercer County (2%).

Table 7: Work Destinations of Camden County Residents, 2011

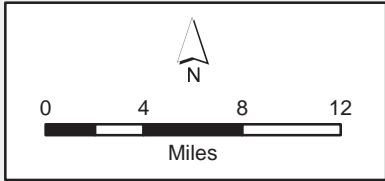
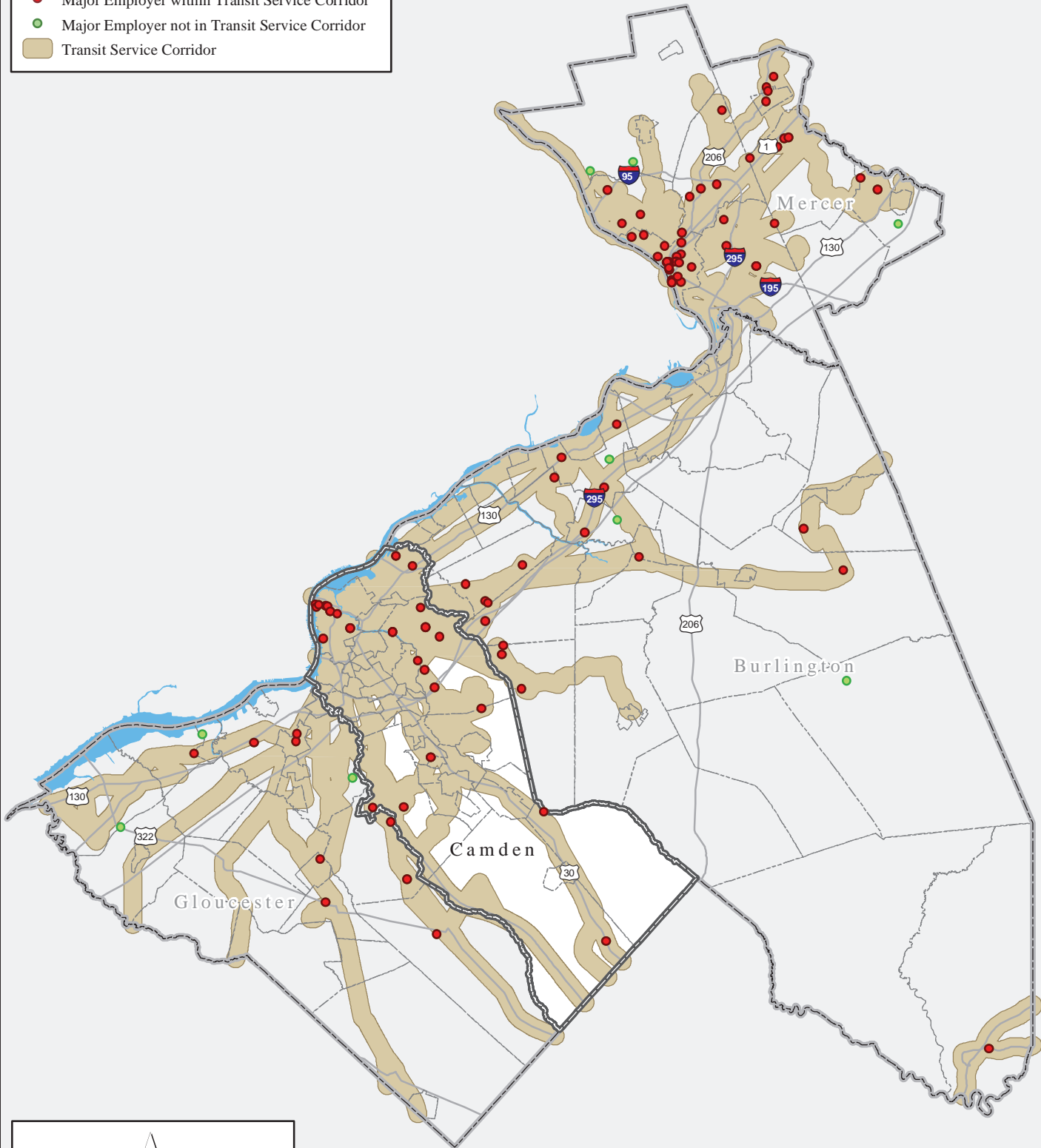
County	Work Destination	Percent Residents
All Resident Workers	234,937	100%
Camden	90,942	38.7%
Burlington	34,805	14.8%
Philadelphia	30,728	13.1%
Gloucester	18,100	7.7%
Mercer	6,849	2.9%
Atlantic	5,636	2.4%
Middlesex	4,989	2.1%
All other locations	42888	18.3%

Source: US Census, onthemap.ces.census.gov

The DVRPC, in developing their coordinated human service transportation plan, did two analyses of employment. Figure 11 shows the location of employers with 500 or more employees in the DVRPC’s NJ region that are accessible by public transit. As the map indicates large employers are scattered throughout the central and northern parts of the County, largely along the major arterial roads. Most, but not all, of the major arterial roads have some transit service. Most major employers are served by transit, but a few are not. Even for employers shown as served by transit, this does not mean that all work shifts are served. Transit services for second and third shifts are less available than for first shift. Also, for some of the large suburban employment centers, although there may be transit service to a part of the center, transit access may not be realistic for all the employment sites because of the long walking distances involved within the employment center.

Figure 11: Major Employers Accessible by Transit in New Jersey

- Major Employer within Transit Service Corridor
- Major Employer not in Transit Service Corridor
- Transit Service Corridor



CAMDEN COUNTY TRANSPORTATION SERVICE NEEDS AND GAPS

Although Camden County has an extensive transit network, there are still unmet transportation service needs in Camden County. These unmet needs are summarized below:

Restore Sen-Han Services

Due to the yearly reduction in Casino Revenue funds since 2008, trips for medical appointments (including dialysis) for seniors are now only available from 10 AM to 2 PM Monday to Friday. So it is crucial that this gap in service for medical appoints, from 6 AM to 10 AM, 2 PM to 8 PM Monday to Friday and Saturday service from 6 AM to 8 PM, is restored. It is estimated that it would take \$800,000 of funding to restore this level of service.

Expand NJTIP at Rutgers Travel Training

People with disabilities and persons seeking employment are not aware of the resources available to them. They perceive their mobility as more limited than it may be. Travel Training and group education on mobility options to people with disabilities and the social services professionals is needed. As a solution, NJTIP @ Rutgers suggests expanding their group travel training to Camden County, connecting to transit workshops for vocational and education professionals. One on one travel training is suggested as a follow up.

Expand Services to HUD Housing: Wiley Mission

There is a deficiency in scheduled, regular and consistent evening transportation between grocery / shopping areas and specific Camden County HUD housing. In addition, the area is lacking in scheduled, regular and consistent Sunday transportation between houses of worship and specific Camden County HUD housing. Given funding, medical and mini-bus transportation could be provided 4PM-8PM through the assets and resources of Wiley Christian Adult Day Services.

Pennsauken Transit Center

In October of 2013, NJ Transit completed construction on the Pennsauken Transit Center. This transportation hub provides a passenger connection between the NJ TRANSIT River LINE and NJ TRANSIT Atlantic City Line. South Jersey Transportation Authority proposes to operate a rail feeder shuttle to transport employees to the Pennsauken Industrial Park from this location. SJTA operates a thriving parallel service at the Route 73 stop of the River LINE that serves the other side of the industrial park. SJTA has requested additional JARC Round 14 funding to include this service in their Camden employee transportation network.

Rowan University Expansion/Glassboro Demand

In the fall of 2012, the South Jersey Transportation Authority began a service to transport Rowan University students and faculty between their Camden and Glassboro campuses. SJTA has been in contact with Rowan University to expand transportation services as the university grows and campus options are increased. Rowan's expansion plans in the Glassboro area will also create a demand for more transit options from residents in Glassboro and the surrounding area.

Walter Rand Transportation Center

The South Jersey Transportation Authority has always made it a point to shuttle the transit deprived in Camden, NJ from the Walter Rand Transportation Center. It is a great access hub for public transportation in the form of NJ Transit buses and trains as well as the PATCO Speedline. SJTA is interested in providing safe and secure last mile transportation from this location. While SJTA provides mostly employment transportation in the area, they would be open to general public transportation depending on levels of funding.

Rural Transportation

South Jersey Transportation Authority is always exploring options to expand their workforce transportation network. The current area of focus will be the southern rural areas of Camden County, utilizing 5311 funding. SJTA will work with Cross County Connection and area employers to gauge interest in the transportation services.

Camden County Human Services Coordinated Transportation Plan Update, 2013

CAMDEN COUNTY HUMAN SERVICES COORDINATED TRANSPORTATION PLAN						
PROJECTS	ESTIMATED COST	RESPONSIBLE AGENCY	Identify funding source / grant (percentage of funding)			COMMENTS
			Local	State	Federal	
Accessible minivan to expand ARC services or replace overaged ARC vehicles	\$45,000-\$50,000	ARC of Camden County			5310, 100%	Provide a wheelchair accessible vehicle for the Community Integration Program that will allow wheelchair-bound clients to participate
Regional Promotion		Cross County Connection	Camden County \$10,000			
Continue funding for NJ Transit's Access Link		NJ Transit				
Add weekday overnight service on the #452 to provide lifeline service to transit dependents in Camden, providing key connections between Philadelphia and Camden neighborhoods	\$160,000 per year	NJ Transit				
Add weekday overnight service on the #406 to improve access for transit dependents to 2nd and 3rd shift jobs along the NJ70 corridor	\$130,000 per year	NJ Transit				
Continue operating funding for Sen-Han		Sen-Han		casino	5311	
Maintain new Sen-Han services for disabled persons for employment transportation (funded as of 1/1/09)	\$200,000 in operating costs	Sen-Han		Casino 50%	New Freedom - 50%	Increase work transportation for disabled persons. They have different work profiles and need specialized vehicles.
Replace overaged Sen-Han lift-equipped vans	\$100,000-200,000 per year	Sen-Han			5310	
Continue scheduled replacement of overaged Sen-Han mini-buses (22 seats with lifts)	\$110,000	Sen-Han			TEA LU 100%	one vehicle per year, through prior arrangement with DVRPC
Expand Sen-Han services to reduce wait lists, trip denials, and meet some of the suppressed demand.	\$300,000 in operating costs	Sen-Han				5 additional vehicles operating at \$60K per year
Burlington County Paratransit		Sen-Han		Casino		
Maintain operating funding for existing SJTA employment shuttle services: Camden area.	\$1,000,000 per year	SJTA	TANF, private employers		JARC Round 11-14	Expanding to include new Pennsauken Transit Center
Woodcrest Shuttle	\$100,000 per year.	SJTA	Private service			Feeder shuttle for PATCO Woodcrest Station.
Camden City Hall Shuttle	\$50,000 per year	SJTA	Camden County			Shared services agreement with Camden County.
Battleship NJ Shuttle	\$40,000 per year	SJTA	Battleship NJ			Service provided as needed
Veterans Affairs Shuttle	Currently unfunded	SJTA				Backup service to other providers as requested.
Rowan University Shuttle	\$140,000 per academic calendar.	SJTA	Rowan University			Camden Campus/Glassboro Campus Shuttle
English Creek / Tilton Road Community Shuttle	\$400,000 per year.	SJTA	Pascale Sykes Foundation		JARC	Expanded service on 07/01/13.
Burlington County Fixed Route (BurLink) Services 2012-2013	\$900,000 per year	SJTA	100% - Burlington County			3-year shared services agreement to begin on 01/01/14.
Pomona (Egg Harbor Rail) Shuttle	\$100,000 per year.	SJTA	Stockton		JARC	Switched from CMAQ to JARC funding in October, 2013.
Veterans Transportation Community Living Initiative	\$ 1,400,000	UOSS	20%		NJ Transit	One-call/One-click call center access for vets, wounded warriors, care givers to transportation information and services.
One Click - One Call Center	TBD	UOSS				Operations funding for the One Click/One Call Center in Camden County
Travel Training	\$60,823	NJTP at Rutgers		20%	80% New Freedom	
Replace overaged vehicles for Wiley Christian Adult Day Services, Inc.	\$80,000-\$280,000 per year	Wiley Christian Adult Day Services, Inc.			5310, 100%	Replacement vehicles for mental health and medical day services
County-wide veteran transportation to and from medical services and social services, M-F (Medical Adult Day, PCP, Social Security Office, Office of Veteran Affairs, etc.)	\$78.50 per day, per person, inclusive of ALL services.	Wiley Christian Adult Day Services, Inc.			100%	Grant source - Philadelphia Veterans Administration
Medical Adult Day Services provided to veterans, M-F	\$78.50 per day, per person, inclusive of ALL services.	Wiley Christian Adult Day Services, Inc.			100%	Funded by NJ Medicaid
Medical Adult Day Services provided M-F to medicaid elderly and DDD population.	\$78.50 per day, per person, inclusive of ALL services.	Wiley Christian Adult Day Services, Inc.		100%		Funded by NJ Medicaid
County-wide DDD and elderly transportation to and from medical services and social services, M-F (Medical Adult Day, PCP, Social Security Office, etc.)	\$78.50 per day, per person, inclusive of ALL services.	Wiley Christian Adult Day Services, Inc.		100%		Funded by NJ Medicaid

Revised 12/19/13