

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

2030 DEMOGRAPHIC FORECASTS



*Serving Atlantic, Cape May,
Cumberland and Salem Counties
~Since 1993~*

PREPARED BY:



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JUNE 2006

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2030 DEMOGRAPHIC FORECASTS

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SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

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EXECUTIVE SUMMARY AND RECOMMENDATIONS

Introduction

The South Jersey Transportation Planning Organization (SJTPO) solicited proposals for population and employment forecasts in January of 2006. The *Center for Regional and Business Research* (CRBR) at Atlantic Cape Community College was awarded the contract in February 2006.

The forecasts provide the data needed to prepare the 2008 Regional Transportation Plan update, the *2035 Regional Transportation Plan for Southern New Jersey*. The forecasts for both population and employment by place-of-work are at the county and municipal levels of aggregation and include Atlantic, Cape May, Cumberland and Salem counties, the designated region covered by the SJTPO. The projections provide the inputs for the regional travel demand model.

Summary of Results

The forecasts provided by the CRBR are based on a consensus forecasting methodology. The projections from three reputable forecasting services were obtained, local input was sought, and a determination was made for selecting the baseline forecast for the study. The consensus forecasts also provided a framework for developing the bandwidths for scenarios of high-growth and low-growth.

A summary of the results is shown in **TABLE 1** below. As in the past 25 years, Atlantic County will continue to exhibit the highest growth in both absolute numbers as well as growth rates. However, recent data on population and employment estimates have shown that growth is beginning to accelerate in the other counties, especially in Cumberland and Salem counties. While the national housing boom fed by the baby-boomer generation has been impacting the shore communities for almost a decade, it is possible that these counties are now at the fringes of both the retiree housing market as well as the Atlantic City, Wilmington and Philadelphia labor markets.

Table 1

SJTPO – FINAL PROJECTIONS							
BY COUNTY							
2007 – 2030							
CRBR – JUNE 2006							
	2007		2030			GROWTH 2007 – 2030	
	pop	emp	pop	emp		pop	emp
Atlantic County	276,160	155,530	342,720	195,607		24.1%	25.8%
Cape May County	101,780	47,440	113,110	55,718		11.1%	17.4%
Cumberland County	155,160	64,070	172,300	70,946		11.0%	10.7%
Salem County	66,700	21,010	71,550	25,667		7.3%	22.2%

To highlight the employment patterns in the region, **TABLE 2** reports the municipalities with job growth exceeding 1,000 in the 2007 – 2030 forecast period. While there are few surprises in the list, most have been employment nodes in the recent past, it is important to note that with the housing boom will come new commuting patterns to these centers as once quiet townships shift land use to more densely developed residential use.

Table 2

SJTPO - FINAL PROJECTIONS									
EMPLOYMENT GROWTH > 1,000									
2005 - 2030									
CRBR - JUNE 2006									
	2007		2030		GROWTH % 2007 - 30		GROWTH 2007 - 30		
	pop	emp	pop	emp	pop	emp	pop	emp	
Atl	276,160	155,530	342,720	195,607	24.1%	25.8%	66,560	40,077	
Egg Harbor township	40,018	18,809	68,335	34,014	70.8%	80.8%	28,317	15,205	
Galloway township	36,881	9,031	51,006	13,227	38.3%	46.5%	14,125	4,196	
Hamilton township	25,042	13,460	38,691	22,023	54.5%	63.6%	13,649	8,563	
Hammonton town	13,697	9,796	15,835	11,994	15.6%	22.4%	2,138	2,198	
Northfield city	8,154	5,481	9,282	6,608	13.8%	20.6%	1,128	1,127	
Cape May County	101,780	47,440	113,110	55,718	11.1%	17.4%	11,330	8,278	
Middle township	17,377	12,037	20,145	14,693	15.9%	22.1%	2,767	2,656	
Ocean City city	15,939	6,790	18,208	8,167	14.2%	20.3%	2,269	1,377	
Cumberland County	155,160	64,070	172,300	70,946	11.0%	10.7%	17,140	6,876	
Bridgeton city	24,257	11,202	27,284	12,402	12.5%	10.7%	3,027	1,200	
Millville city	28,233	12,375	30,897	13,702	9.4%	10.7%	2,663	1,326	
Vineland city	58,888	32,617	64,796	36,112	10.0%	10.7%	5,908	3,495	
Salem County	66,700	21,010	71,550	25,667	7.3%	22.2%	4,850	4,657	
Pittsgrove township	9,627	3,018	11,384	4,094	18.3%	35.7%	1,758	1,077	

Recommendations

As stated above, the region seems to be in a transition led by changes in housing demand and tenure. With the rising number of retirees in the next decade, more pressure will be put on land to accommodate those wishing to stay in the Mid-Atlantic region for their later years. This trend is now competing with land that had been used for farming, manufacturing, recreation, tourism and other traditional Southern New Jersey activities.

It is this transition to housing and support service employment that will determine the region's transportation needs in the next 20 years. With energy price dynamics rapidly changing at the same time, the infrastructure will need to respond to these shifts. To best project the demographics of the region, the following recommendations are made:

1. Transitional economies and demographics are difficult to project, especially for the long-term. Therefore, periodic updates and checks on emerging patterns need to be made and intensified.
2. The scenario bandwidths developed in this report should be used as planning tools. By the third year of the forecast period, the trends should fit into these bandwidths to determine whether or not the baseline is still the growth trajectory. If not, the high or low scenarios may be used for the future baseline for planning purposes.
3. A set of economic and demographic indicators should be developed to be used by the SJTPO staff to determine the strength of the shifts occurring. Readily available data such as building permits and annual population estimates should be used to prevent long lag times.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

2030 DEMOGRAPHIC FORECASTS

I. PURPOSE AND METHODOLOGY

Introduction and Purpose

The South Jersey Transportation Planning Organization (SJTPO) solicited proposals for population and employment forecasts in January of 2006. The *Center for Regional and Business Research* (CRBR) at Atlantic Cape Community College was awarded the contract in February 2006.

The forecasts to be prepared were to provide the data needed to prepare the 2008 Regional Transportation Plan update, the *2035 Regional Transportation Plan for Southern New Jersey*. The forecasts for both population and employment by place-of-work needed to be at the county and municipal levels of aggregation and to include Atlantic, Cape May, Cumberland and Salem counties, the designated region covered by the SJTPO. The projections provided the inputs for the regional travel demand model.

The forecasts provided by the CRBR are based on a consensus forecasting methodology. The projections from three sources were obtained, local input was sought, and a determination was made for selecting the baseline forecast for the study. The consensus forecasts also provided a framework for developing the bandwidths for scenarios of high-growth and low-growth.

Components

The components of the 2030 Demographic Forecasts included the following:

- A forecast of populations for counties and municipalities at five-year intervals through 2030. Data was extended to 2035 where available to match the consensus forecasts' horizons. In addition, the 1985 – 2000 data was requested for historical perspective.

- Forecasts of non-farm employments by place-of-work for counties and municipalities for the same time intervals as the population data.
- An industry sector breakdown of employment at the county level by NAICS codes.
- The development of scenarios to provide a high-growth and low-growth set of projections for planning purposes. These were to follow the Federal Highway Administration’s guidelines by soliciting input from planning and economic development professionals.
- The provision of a set of base maps for the illustration of the forecasts. These maps are provided in ArcMap format for the further manipulation of SJTPO staff. In addition, a set of larger maps on display boards were required.

Methodology - Population:

The primary source of the forecasts, as stated above, is the compilation of three independent forecasts acquired from reputable and well-known entities. These included the New Jersey Department of Labor, Woods and Poole Economics, Inc. and Moody’s Economy.com. All have been preparing forecasts at the county level for many years. The NJDOL forecast ended in 2025 and was extended using its trend growth rate.

These forecasts were reviewed by the CRBR and compared to the latest available estimates to examine trends to date. Summaries of the population forecasts are given in **TABLE 3** below. As the table illustrates, there is a varying amount of disagreement from county to county in long-term trends. This is not surprising and offers a range for planning considerations.

TABLE 3

SJTPO - POPULATION FORECASTS						
BY COUNTY (in thousands, 000's)						
2005 - 2030						
CRBR - JUNE 2006						
	2005 NJDOL est.	2007	2015	2020	2025	2030
Atl						
NJDOL	271.0	275.0	295.3	308.4	322.2	336.5
W&P		276.2	298.2	313.0	327.9	342.7
MOODYS		277.8	296.1	303.6	310.0	319.3
CM						
NJDOL	99.3	104.6	110.1	115.9	122.1	128.5
W&P		100.8	107.2	111.6	116.0	120.4
MOODYS		102.0	102.1	99.1	95.6	92.3
CUMB						
NJDOL	153.3	152.6	156.2	158.4	160.6	162.8
W&P		150.6	154.0	156.7	159.3	162.0
MOODYS		155.2	162.0	165.3	168.5	172.3
SALEM						
NJDOL	66.4	65.6	67.2	68.4	69.6	70.8
W&P		66.7	68.6	70.0	71.4	72.8
MOODYS		66.5	68.4	69.2	70.1	71.1

Of the four counties, it is interesting that the greatest variation is in the forecasts for Cape May County which has exhibited slow growth overall but also some negative growth in several municipalities. This has resulted in an overall negative growth rate in Moody's forecast with population declining to 92,300 in 2030. This is widely different from the other two forecasts.

Also, it is notable that the 2005 population estimates furnished by the NJDOL already surpass their own 2007 projections made two years ago for Salem and Cumberland counties. Due to the rapid expansion of the housing market in Southern New Jersey, these counties have recently begun to increase their population growth rates. These increases are part of a national trend based on the retirement of the baby-boom generation. Indeed, much of the housing demand has

been from retirees and second-home buyers in this generation. With millions of them soon to retire, this demand pressure will, we believe, continue.

This latest information provided some of the rationale for choosing the baseline forecast for each county. For Atlantic County, the highest estimate was chosen, that of Woods and Poole, due to the high growth rates over the past 20 years, a long-term trend that, given the local economy and demand for housing, is not anticipated to slow considerably.

For Cape May County, the forecasts show a clear split in future expectations for population growth. Local input also showed the same kind of uncertainty. Therefore, the forecast were averaged, providing a logical moderate growth trend. The changing age structure of the county's population makes more certainty hard to establish given the historical data.

The forecasts for Cumberland County and the growth shown in the latest estimate in 2005 indicate that growth is beginning to establish a new growth path after a long period of slow growth. As the housing market begins to move westward from Atlantic County and eastward from Camden and Gloucester counties, Cumberland now provides less expensive housing for both young families and retirees. This argues for longer commuting patterns unless the employment levels also begin to increase, a trend not yet evident.

Given these factors, and the already under-estimated growth in the near-term, the highest projections were used for the baseline Cumberland County population forecast. These were prepared by Moody's. It should be noted that Cumberland County has the potential for much higher growth given the price and amount of developable land. However, the current increase in growth rates must be considered in relation to the long-term slow growth trend that has been in existence for a number of decades.

Finally, Salem County provides many of the same uncertainty issues as Cumberland County. A recent increase in population noted in the 2005 estimate reverses a period of actual stagnation in growth over a twenty year period. Since the three forecasts do not differ significantly in their 2030 levels of population, an average was taken for the baseline. The annual estimates need to be watched carefully.

The development of municipal forecasts from the county totals was done on a share of population basis. Shares were calculated from the 2000 population reported by the 2000 Census. This was redone using the 2005 estimates. The latter shares were used in the 2007 – 2020 projections while the shares were trended to calculate the later 2025 – 2035 periods. This methodology keeps current patterns while not holding shares constant across the entire forecast period.

Methodology – Employment

The development of employment projections is based on the trends in the population data and the ratio of employment to population in the latest 2003 data. An exception is for Cumberland County where changes were made, with local input, to particular municipalities. Due to the small change in employment levels, this resulted in holding the employment shares relatively constant to ensure that the larger municipalities would show continued growth.

TABLE 4 below summarizes the employment projections made by the three forecasting services.

The NJDOL forecast ends in 2012 but was used for comparison. The employment forecasts that match the baseline population forecasts were used to provide for consistency. Again, there is a range of expectations with Atlantic County being the most pronounced. This reflects a great deal of uncertainty in the expansion of the casino industry with neighboring states now expanding their gaming activities.

TABLE 4

SJTPO - EMPLOYMENT FORECASTS						
BY COUNTY (in thousands, 000's)						
2002 - 2030						
CRBR - JUNE 2006						
	2002	2007	2012	2020	2025	2030
Atl						
NJDOL	146.8		165.1			
W&P	146.8	155.5	164.3	178.2	186.7	195.6
MOODYS	147.0	154.4	161.8	171.0	175.7	179.6
CM						
NJDOL	41.8		46.9			
W&P	45.5	47.7	62.4	53.5	55.6	57.9
MOODYS	42.1	47.2	50.5	52.6	53.2	53.6
CUMB						
NJDOL	59.9		64.9			
W&P	61.3	61.9	63.1	65.1	66.4	67.6
MOODYS	60.2	64.1	66.3	68.9	70.1	71.2
SALEM						
NJDOL	22.4		23.5			
W&P	19.2	19.8	20.5	21.5	22.1	22.7
MOODYS	19.4	21.0	22.2	23.8	24.8	25.7

The municipal level employment forecasts were developed based on population growth and the ratio of employment and population shares from historical data. This analysis does not allow for new nodes of economic activity emerging in the forecast horizon. This is both a strength and weakness. The likelihood that some will emerge is real. The ability to predict where and for what purpose is difficult.

In many ways this uncertainty is restricted by the current transportation infrastructure. However, large projects that enhance or extend this infrastructure could be the impetus for creating new employment nodes. This is complicated by the fact that municipal employment data is not reported on a timely basis, with a three-year lag being the norm. Therefore, these trends should be monitored through the local planners and economic development professionals on an on-going basis.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

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II. GROWTH SCENARIOS

Introduction

The use of baseline forecasts over a 20 year period is usually insufficient for transportation planning purposes. The need to “correct” projections because the baseline is too low or too high a few years into the forecast leaves the planner in need of alternative growth paths. In addition, due to the large capital expense involved in infrastructure investment, it is necessary to consider alternatives when sizing projects.

The use of scenarios is recommended by the FHWA and several of the reports cited by that agency were considered in developing high-growth and low-growth scenarios for the SJTPO (see **APPENDIX C** for reference article). Information on this process and how it has been used can be found at:

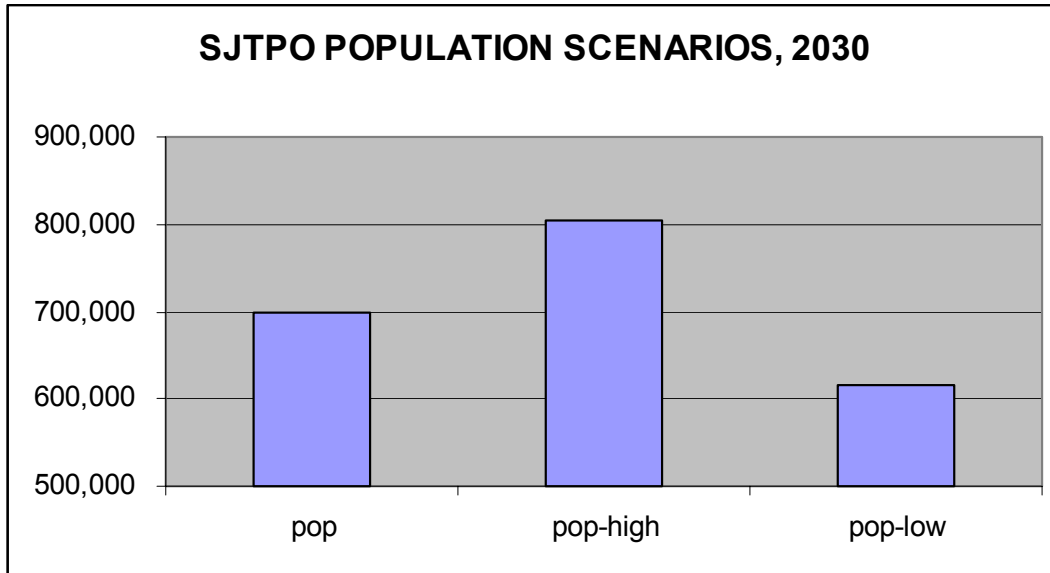
<http://www.fhwa.dot.gov/planning/scenplan/index.htm>

This study sought the input of transportation planners and the economic development community to develop reasonable bandwidths for scenario development. The questionnaire and responses can also be found in **APPENDIX C**.

Methodology

The bandwidths used are shown in tables in the next section. However, **GRAPH 1** below gives an illustration of the overall results for the SJTPO region when the county population projections are consolidated. The overall population ranges from the baseline of approximately 700,000 residents to a low-growth projection of 615,000 and a high-growth one of 805,000.

GRAPH 1



The responses received from planning and economic development professionals, as well as work on regional growth performed by the CRBR and discussions at regional transportation planning meetings, it is clear that the most uncertainty felt in the region at the current time is due to concerns about higher than expected growth. This led to most of the input being from counties and municipalities that have a capacity for higher growth and have felt its impact in the recent past. Consultation with these professionals led to an approximate 15% bandwidth by the year 2030. This bandwidth was phased in over the forecast period.

It needs to be noted that the uncertainties in growth projections are not shared equally by all counties and municipalities. This means that one county could be closer to the low growth scenario while another could be trending toward the high-growth path. This is possible because the entire region is not a coherent employment or housing market. For instance, much of Salem County is influenced by the Wilmington and suburban Philadelphia markets while Cape May is influenced by the Atlantic County employment market and the Mid-Atlantic housing market for retirees and second-home buyers.

In addition to the input from local entities, the spread of forecasts from the three forecasting services suggest strongly that a bandwidth needs to be considered for long-term planning

purposes. From all of these sources and the consideration of on-going regional development trends, the most important risks to consider are:

Low-Growth:

- Much of the region's growth is being driven by the expansion of the housing stock. This trend is driven by prices, mortgage rates, alternative investment opportunities and competition with other housing markets. In addition, the mix of buyers seems to be moving away from families to retirees in many locations. The end of the regional housing boom could slow growth in the region.
- The region's employment remains very dependent upon a few industries, most notably leisure and accommodations. These are very vulnerable to competition in other states, especially the leading casino industry. The lack of new casino industry expansion in Atlantic City will slow economic growth regionally.
- New regulatory changes would have an impact on the region. The region is dotted with wetlands and rivers and streams. Changes in water management or wetlands rules would have an impact on growth.

High-Growth:

- The same reasons that the first two bullets above could slow growth are also reasons to expect some high-growth possibilities. The housing market is dominated by retirees and these will increase in the next decade. The further expansion of gaming in Atlantic City would expand the job market.
- The amount of land that is buildable under current land-use laws in the four counties is substantial. With the cost of energy escalating rapidly, there is the upside risk that new mass transit systems into the region will be considered causing the expansion of economic activity.

It is highly suggested that a periodic scenario building effort be maintained in the face of these very basic regional uncertainties. **Once again, the SJTPO could need to adopt the high or low growth path as an alternative for baseline planning if any of these forces begins to dominate the regional economy.** By having three scenarios with the same level of detail, they should be monitored to see which is the moderate path at any given time in the future.

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

2030 DEMOGRAPHIC FORECASTS

III. SOUTH JERSEY GROWTH PROJECTIONS

Introduction

This section was compiled in order to provide a clear narrative of the region's growth projections for the use by any entity interested in these trends. It presents the results without much of the methodological detail. The section introduces the overall projections for the region and then gives a narrative for each of the four counties. The maps presented are for illustrative purposes, the tables provide an additional level of data that could also be mapped depending on the needs of the user.

Regional Projections

The county components of the data shown in **GRAPH 1** above are reported below in **TABLE 5**. Overall, the growth pattern of the past two decades remains with the highest growth in Atlantic County, but there is the expectation of accelerated growth in Cape May, Cumberland and Salem counties.

The increase of population in Atlantic County amounts to over 65,000 people between 2007 and 2030, an increase of 24%. This is matched by an expansion of employment by 27%. In Salem County, the expansion of employment at 22% far exceeds the population increase of 8% indicating that in-commuting will be necessary.

TABLE 5

SJTPO - FINAL PROJECTIONS											
BY COUNTY											
2005 - 2030											
CRBR - JUNE 2006											
	1985		1990		2007		2030		GROWTH 2007 - 2030		
	pop	emp	pop	emp	pop	emp	pop	emp	pop	emp	
Atlantic County	206,040	115,990	224,327	135,700	276,160	155,530	342,720	195,607	24.1%	25.8%	
Cape May County	88,640	38,800	95,089	38,800	101,780	47,440	113,110	55,718	11.1%	17.4%	
Cumberland County	135,070	52,820	138,053	59,600	155,160	64,070	172,300	70,946	11.0%	10.7%	
Salem County	64,570	23,590	65,294	20,820	66,700	21,010	71,550	25,667	7.3%	22.2%	

The scenarios presented below in **TABLE 6** give an indication of the wide variation that is possible given the uncertainties in the region. The growth rates for population growth from 2007 to 2030 range from a high of 36% in Atlantic County to a low of -12% in Cape May County.

An added uncertainty for transportation planning purposes is the impact these growth patterns have on the seasonal populations. While there is a great deal of difficulty in estimating summertime peak populations and day-tripper numbers, the region is currently in a transitional phase concerning its capacity for tourism. The impact of the current housing boom on land-use patterns at the shore is yet to be assessed. However, many municipalities have reported a return to more seasonal economic activity, a trend that seemed to be reversed just a decade ago.

TABLE 6

SJTPO - SCENARIO BANDWIDTHS						
BY COUNTY						
2007 - 2030						
CRBR - JUNE 2006						
	2007					
	pop	emp	pop-high	emp-high	pop-low	emp-low
Atlantic County	276,160	155,530	289,971	163,308	273,000	153,750
Cape May County	101,780	47,440	104,600	48,754	99,960	46,592
Cumberland County	155,160	64,070	162,918	67,274	154,000	63,591
Salem County	66,700	21,010	70,035	22,061	66,500	20,947
SJTPO - SNJ	599,800	288,050	627,524	301,397	593,460	284,880
	2030					
	pop	emp	pop-high	emp-high	pop-low	emp-low
Atlantic County	342,720	195,607	394,128	224,948	291,312	166,266
Cape May County	113,110	55,718	130,077	64,076	87,890	43,295
Cumberland County	172,300	70,946	198,145	81,588	166,000	68,352
Salem County	71,550	25,667	82,283	29,517	70,000	25,111
SJTPO - SNJ	699,680	347,938	804,632	400,129	615,202	303,024
	2007 - 2030 Growth Rates					
	pop	emp	pop-high	emp-high	pop-low	emp-low
Atlantic County	24.1%	25.8%	35.9%	37.7%	6.7%	8.1%
Cape May County	11.1%	17.4%	24.4%	31.4%	-12.1%	-7.1%
Cumberland County	11.0%	10.7%	21.6%	21.3%	7.8%	7.5%
Salem County	7.3%	22.2%	17.5%	33.8%	5.3%	19.9%
SJTPO - SNJ	16.7%	20.8%	28.2%	32.8%	3.7%	6.4%

Forecasts follow for each county. In each section, the municipal population and employment projections will be reviewed. In addition, the industry breakdown of employment will be discussed as will the bandwidths at the municipal level.

SOUTH JERSEY GROWTH PROJECTIONS ATLANTIC COUNTY

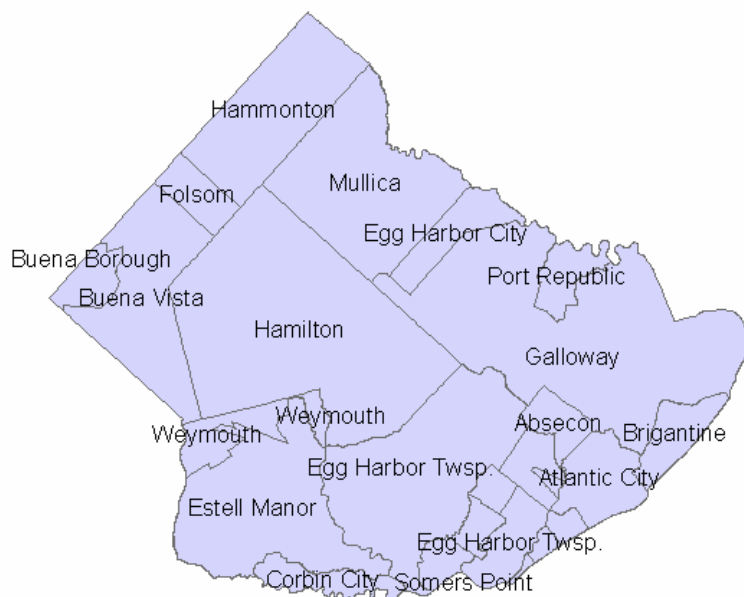
Growth Projections

Of the four counties in the SJTPO region, Atlantic County has the potential for adding the most jobs and the most people. With a part of the county designated for high growth by the Pinelands Commission and several municipalities already have sufficient infrastructure for high growth, most notably Atlantic City and Pleasantville, the capacity for growth already exists to some extent.

As **MAP 1** reports, the population increase in the three designated growth townships of Egg Harbor, Galloway and Hamilton continues to be large at 71%, 38% and 54% respectively between 2007 and 2030.

MAP 1

SJTPO POPULATION PROJECTIONS ATLANTIC COUNTY 2007 - 2030



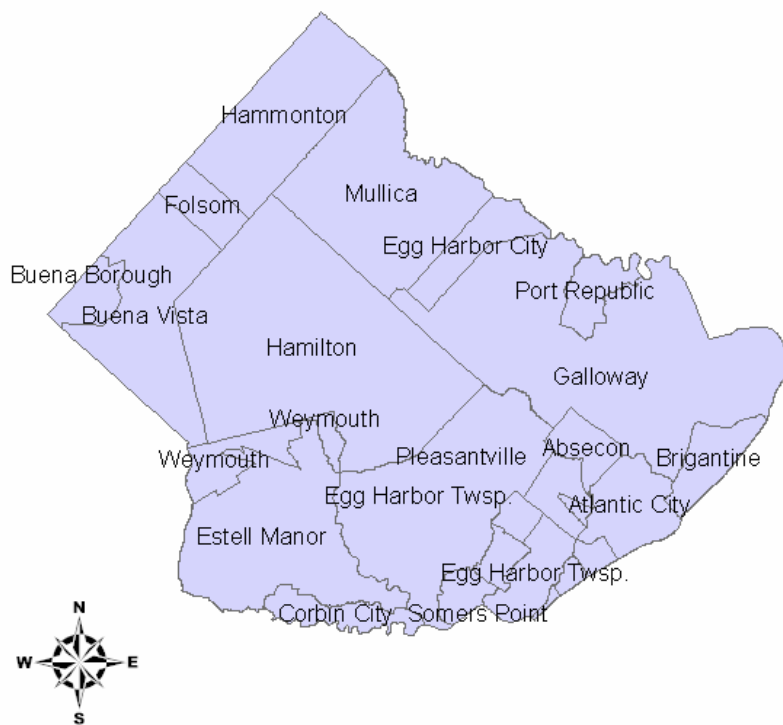
Atlantic County	24.1%
Absecon city	10.5%
Atlantic City	1.2%
Brigantine city	4.0%
Buena borough	0.2%
Buena Vista township	5.7%
Corbin City	38.7%
Egg Harbor township	70.8%
Egg Harbor City	-0.8%
Estell Manor city	23.7%
Folsom borough	1.4%
Galloway township	38.3%
Hamilton township	54.5%
Hammonton	15.6%
Linwood city	10.5%
Longport borough	8.7%
Margate City city	16.8%
Mullica township	8.0%
Northfield city	13.8%
Pleasantville city	2.1%
Port Republic city	30.6%
Somers Point city	3.8%
Ventnor City city	-0.1%
Weymouth township	9.8%

On the slow growth side, many of the shore communities continue to exhibit low growth rates. As can be seen, the historical slow growth in population in Atlantic City – it has declined or been stagnant for almost 40 years – makes its future highly uncertain. With the capacity to grow, the evolving housing market has yet to show a predictable new trend.

The growth forecasts for employment are illustrated in **MAP 2**. As explained above, the employment projections at the municipal level are influenced by population growth. While the current employment nodes show continued growth, the results for Atlantic City show slow growth. This coincides with the NJDOL ten-year projection which shows moderate expansion but no new casino projects by 2012, the projections support two new properties by 2030.

MAP 2

SJTPO EMPLOYMENT PROJECTIONS ATLANTIC COUNTY 2007 - 2030



Atlantic County	25.8%
Absecon city	17.1%
Atlantic City city	7.2%
Brigantine city	10.2%
Buena borough	6.1%
Buena Vista township	11.9%
Corbin City city	46.9%
Egg Harbor township	80.8%
Egg Harbor City city	5.0%
Estell Manor city	30.9%
Folsom borough	7.4%
Galloway township	46.5%
Hamilton township	63.6%
Hammonton town	22.4%
Linwood city	17.0%
Longport borough	15.1%
Margate City city	23.7%
Mullica township	14.4%
Northfield city	20.6%
Pleasantville city	8.1%
Port Republic city	38.3%
Somers Point city	9.9%
Ventnor City city	5.8%
Weymouth township	16.3%

Industry Sectors

While the overall employment projections give an indication of where jobs will be, the type and nature of those jobs depends upon the industry sector breakdown. These are projected by the NJDOL through 2012 and have been extended based on the continued shift in sector shares in the later forecast period in **TABLE 7**.

The sector breakdown reported for 2002, the last historical year, is forecast to change in favor of more service sector jobs. This is a long-term trend that is well established in New Jersey and the region. By 2035, the sub-sectors which will show gains in the share of overall employment include: Trade, Professional and Technical Services, Administrative Services, Healthcare Services, and Arts and Recreation. Accommodation and Food Services, the category with casino hotels, shows little growth. This does not mean that the casino sector itself will stagnate, but rather that the sector as whole will not grow.

TABLE 7

Estimated and Projected Employment by Major Industry Group, 2002-2035							
Atlantic County							
	2002		2012		2020	2035	
Industry Title	Number	%	Number	%	Number	Number	%
Total Nonfarm Payroll Employment	146,750	100.0	165,100	100.0	178,244	204,913	100.0
Goods-Producing	11,050	7.5	12,000	7.3	12,022	13,821	6.7
Mining	**	**	**	**			
Construction	6,550	4.5	8,250	5.0	10,809	12,426	6.1
Manufacturing	4,500	3.1	3,750	2.3	1,214	1,395	0.7
Service-producing	135,700	92.5	153,100	92.7	166,210	191,079	93.2
Wholesale trade	2,750	1.9	3,350	2.0	4,170	4,793	2.3
Retail Trade	15,000	10.2	18,200	11.0	22,508	25,875	12.6
Utilities	750	0.5	700	0.4	445	512	0.2
Transportation and warehousing	2,350	1.6	2,550	1.5	2,550	2,932	1.4
Information	1,450	1.0	1,350	0.8	850	977	0.5
Finance and insurance	2,400	1.6	2,500	1.5	2,267	2,606	1.3
Real estate and rental and leasing	1,550	1.1	1,850	1.1	2,226	2,560	1.2
Professional and technical services	4,950	3.4	5,800	3.5	6,760	7,772	3.8
Management of companies and enterprises	600	0.4	700	0.4	810	931	0.5
Administrative and waste services	4,250	2.9	6,200	3.8	9,756	11,216	5.5
Educational services	1,600	1.1	1,900	1.2	2,267	2,606	1.3
Health care and social assistance	15,100	10.3	20,850	12.6	30,848	35,463	17.3
Arts, entertainment, and recreation	1,800	1.2	2,550	1.5	3,886	4,468	2.2
Accommodation and food services	56,100	38.2	57,600	34.9	50,273	57,795	28.2
Other Services (except government)	3,650	2.5	4,350	2.6	5,222	6,003	2.9
Government	21,450	14.6	22,550	13.7	20,927	24,058	11.7
Federal Government	2,850	1.9	2,600	1.6	1,497	1,721	0.8
State Government	4,300	2.9	4,650	2.8	4,615	5,305	2.6
Local Government	14,300	9.7	15,250	9.2	14,653	16,846	8.2
Prepared By: NJ Department of Labor and Workforce Development, 2002 - 2012							
CRBR, 2020 - 2035							

Scenario Results

The scenarios developed for the county can be disaggregated to the municipal level. The results are reported below.

TABLE 8

**SJTPO - POPULATION SCENARIO BANDWIDTHS
BY MUNICIPALITY
2007 - 2030
CRBR - JUNE 2006**

	2007			2030			2007 - 2030 Growth Rates		
	pop	pop-high	pop-low	pop	pop-high	pop-low	pop	pop-high	pop-low
Atl	276,160	289,971	273,000	342,720	394,128	291,312	24.10%	35.92%	6.71%
Absecon city	8,049	8,451	7,957	8,896	10,231	7,562	10.53%	21.05%	-4.96%
Atlantic City city	40,499	42,524	40,035	40,990	47,139	34,842	1.21%	10.85%	-12.97%
Brigantine city	12,885	13,530	12,738	13,403	15,413	11,393	4.02%	13.92%	-10.56%
Buena borough	3,852	4,045	3,808	3,860	4,439	3,281	0.20%	9.74%	-13.84%
Buena Vista township	7,595	7,975	7,508	8,027	9,232	6,823	5.70%	15.76%	-9.12%
Corbin City city	549	576	543	761	876	647	38.72%	51.93%	19.27%
Egg Harbor township	40,018	42,019	39,560	68,335	78,585	58,085	70.76%	87.02%	46.83%
Egg Harbor City city	4,486	4,710	4,435	4,449	5,116	3,782	-0.82%	8.62%	-14.72%
Estell Manor city	1,759	1,847	1,739	2,175	2,501	1,849	23.65%	35.43%	6.32%
Folsom borough	1,978	2,077	1,955	2,006	2,307	1,705	1.45%	11.11%	-12.77%
Galloway township	36,881	38,725	36,459	51,006	58,657	43,355	38.30%	51.47%	18.92%
Hamilton township	25,042	26,294	24,755	38,691	44,494	32,887	54.50%	69.22%	32.85%
Hammonton town	13,697	14,382	13,540	15,835	18,210	13,460	15.61%	26.62%	-0.59%
Linwood city	7,488	7,862	7,402	8,274	9,516	7,033	10.51%	21.03%	-4.98%
Longport borough	1,098	1,153	1,085	1,193	1,372	1,014	8.69%	19.04%	-6.54%
Margate City city	8,804	9,245	8,704	10,280	11,822	8,738	16.76%	27.88%	0.40%
Mullica township	6,148	6,455	6,078	6,640	7,636	5,644	8.00%	18.28%	-7.14%
Northfield city	8,154	8,561	8,060	9,282	10,674	7,890	13.84%	24.68%	-2.12%
Pleasantville city	19,106	20,061	18,887	19,510	22,437	16,584	2.12%	11.84%	-12.20%
Port Republic city	1,210	1,271	1,196	1,581	1,818	1,343	30.61%	43.05%	12.31%
Somers Point city	11,760	12,348	11,626	12,202	14,032	10,372	3.76%	13.64%	-10.79%
Ventnor City city	12,754	13,391	12,608	12,742	14,654	10,831	-0.09%	9.43%	-14.09%
Weymouth township	2,350	2,467	2,323	2,580	2,967	2,193	9.79%	20.24%	-5.60%

TABLE 9

**SJTPO - EMPLOYMENT SCENARIO BANDWIDTHS
BY MUNICIPALITY
2007 - 2030
CRBR - JUNE 2006**

	2007			2030			2007 - 2030 Growth Rates		
	emp	emp-high	emp-low	emp	emp-high	emp-low	emp	emp-high	emp-low
Atl	155,530	163,308	153,750	195,607	224,948	166,266	25.77%	37.74%	8.14%
Absecon city	3,778	3,967	3,735	4,422	5,085	3,759	17.05%	28.20%	0.65%
Atlantic City city	63,667	66,851	62,938	68,243	78,480	58,007	7.19%	17.40%	-7.84%
Brigantine city	2,029	2,130	2,006	2,235	2,570	1,900	10.16%	20.65%	-5.28%
Buena borough	1,555	1,633	1,537	1,650	1,898	1,403	6.11%	16.22%	-8.76%
Buena Vista township	1,276	1,340	1,261	1,428	1,643	1,214	11.94%	22.59%	-3.75%
Corbin City city	590	620	584	867	997	737	46.90%	60.89%	26.31%
Egg Harbor township	18,809	19,750	18,594	34,014	39,117	28,912	80.84%	98.06%	55.49%
Egg Harbor City city	3,888	4,083	3,844	4,084	4,696	3,471	5.03%	15.03%	-9.69%
Estell Manor city	286	300	283	374	431	318	30.95%	43.42%	12.59%
Folsom borough	946	994	935	1,017	1,169	864	7.44%	17.67%	-7.62%
Galloway township	9,031	9,482	8,927	13,227	15,211	11,243	46.46%	60.41%	25.93%
Hamilton township	13,460	14,133	13,306	22,023	25,326	18,719	63.62%	79.20%	40.69%
Hammonton town	9,796	10,286	9,684	11,994	13,793	10,195	22.43%	34.09%	5.27%
Linwood city	3,065	3,219	3,030	3,587	4,126	3,049	17.03%	28.17%	0.63%
Longport borough	202	212	200	232	267	198	15.11%	26.07%	-1.03%
Margate City city	1,851	1,944	1,830	2,289	2,632	1,946	23.65%	35.43%	6.32%
Mullica township	674	708	666	771	886	655	14.37%	25.26%	-1.66%
Northfield city	5,481	5,755	5,419	6,608	7,599	5,617	20.56%	32.04%	3.66%
Pleasantville city	7,930	8,326	7,839	8,576	9,862	7,289	8.14%	18.44%	-7.01%
Port Republic city	102	107	101	141	162	120	38.32%	51.49%	18.94%
Somers Point city	6,673	7,007	6,597	7,332	8,432	6,232	9.88%	20.34%	-5.52%
Ventnor City city	196	205	193	207	238	176	5.81%	15.88%	-9.02%
Weymouth township	245	257	242	285	327	242	16.27%	27.34%	-0.03%

Transportation To Work (CTPP 2000)

Finally, evidence on travel to work patterns can be found on the Census Transportation Planning Package 2000 for each county. This data is from the Census 2000 long form. While it is not easily used as a forecasting tool, some trends in means of transportation to work and travel time to work can give an indication of whether or not workers are able or willing to live closer to work given the parameters of housing costs, gasoline prices, time lost, etc.

The county profiles are found in **APPENDIX A**. For Atlantic County, the following changes occurred from 1990 to 2000:

- Households reporting no vehicle available fell from 16.6% to 15.3%.
- Those driving alone to work increased from 70.3% to 73.1%.
- Commutes got considerably longer in terms of commuting times with those reporting 45 minutes or more driving time increased from 7.7% to 11.2%.

SOUTH JERSEY GROWTH PROJECTIONS

CAPE MAY COUNTY

Growth Projections

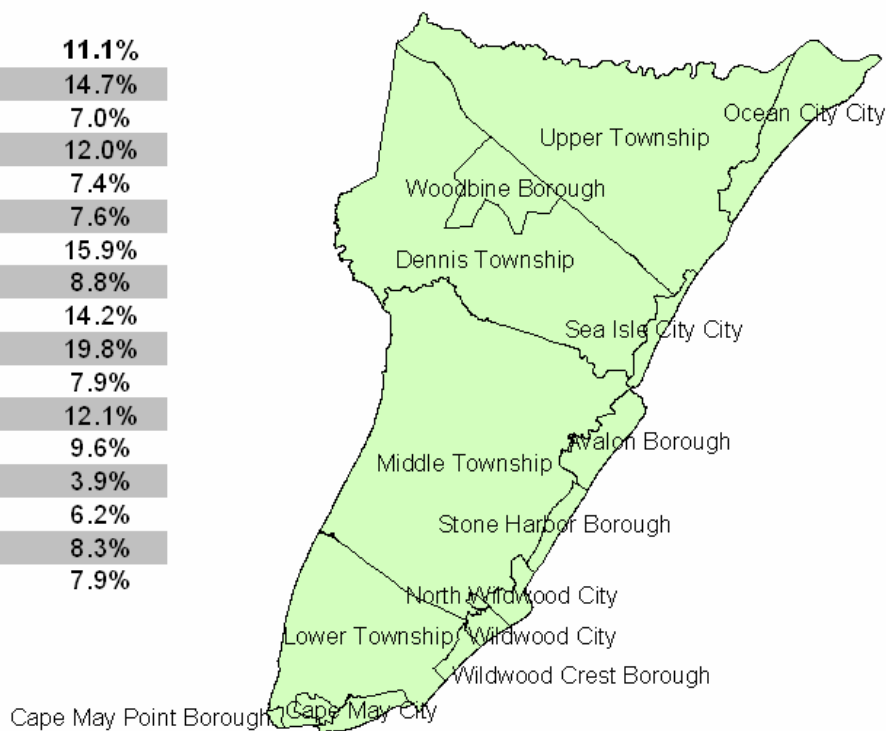
Judging from the forecasts provided by the three forecasting services used in this study, future population and employment growth in Cape May County has the greatest amount of uncertainty. The current changes in demographics and housing tenure have made projections difficult. As the property values rise, the mix of home buyers tends to become less heterogeneous in terms of age and wealth.

As shown on **MAP 3** below, the growth rates for shore and mainland communities are similar. However, for some of these the increases are relatively small in absolute terms. For instance, the

MAP 3

SJTPO POPULATION PROJECTIONS CAPE MAY COUNTY 2007 - 2030

Cape May County	11.1%
Avalon borough	14.7%
Cape May city	7.0%
Cape May Point borough	12.0%
Dennis township	7.4%
Lower township	7.6%
Middle township	15.9%
North Wildwood city	8.8%
Ocean City city	14.2%
Sea Isle City city	19.8%
Stone Harbor borough	7.9%
Upper township	12.1%
West Cape May borough	9.6%
West Wildwood borough	3.9%
Wildwood city	6.2%
Wildwood Crest borough	8.3%
Woodbine borough	7.9%



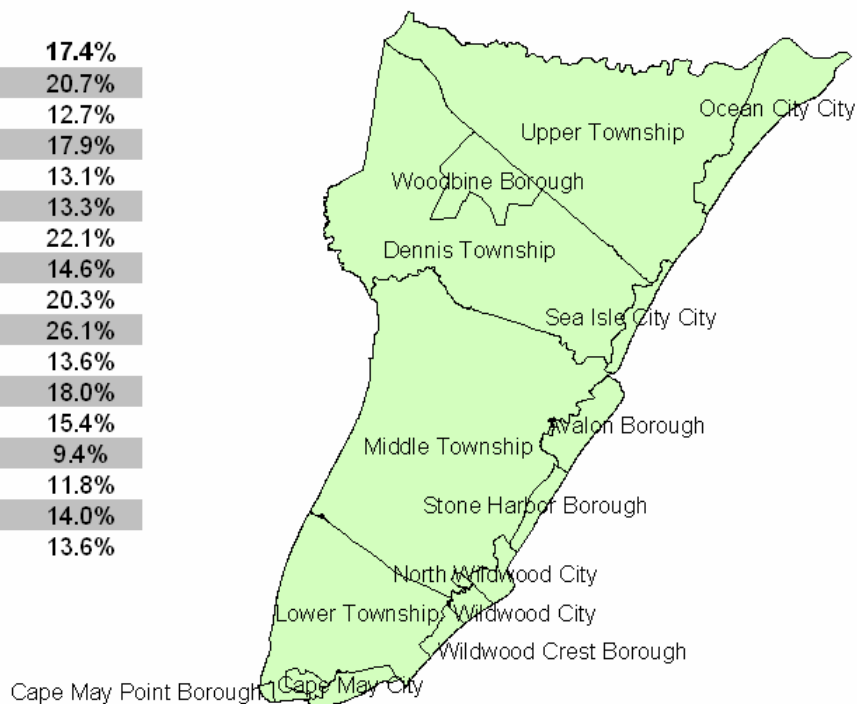
Borough of Avalon has a 15% growth rate but this is a forecasted increase of only 226 permanent residents.

In terms of employment growth, most of the new jobs in Cape May County are secondary in nature. That is, they will service the growing and aging population. These include retail and health care services. One of the questions that causes uncertainty in the county's projections is the future of the hospitality and leisure industries as land use patterns become more residential. **MAP 4** below shows where employment growth is expected.

MAP 4

SJTPO EMPLOYMENT PROJECTIONS CAPE MAY COUNTY 2007 - 2030

Cape May County	17.4%
Avalon borough	20.7%
Cape May city	12.7%
Cape May Point borough	17.9%
Dennis township	13.1%
Lower township	13.3%
Middle township	22.1%
North Wildwood city	14.6%
Ocean City city	20.3%
Sea Isle City city	26.1%
Stone Harbor borough	13.6%
Upper township	18.0%
West Cape May borough	15.4%
West Wildwood borough	9.4%
Wildwood city	11.8%
Wildwood Crest borough	14.0%
Woodbine borough	13.6%



Industry Sectors

As stated above, the expected job growth in Cape May County will be in the traditional tourism sector as well as the industries which service the population (see **TABLE 10** below). This indicates that no new primary industries are expected to develop. The employment nodes that are developing around the needs of retirees and second-home buyers contain retail and mid-level eating establishments. This commercial activity will be located on the mainland as land prices at the shore communities make larger establishments cost prohibitive.

TABLE 10

Estimated and Projected Employment by Major Industry Group, 2002-2035							
Cape May County							
	2002		2012		2020	2035	
Industry Title	Number	Percent	Number	Percent	Number	Number	Percent
Total Nonfarm Payroll Employment	41,750	100.1	46,850	100.0	53,036	56,594	100.0
Goods-Producing	3,400	8.1	3,550	7.6	3,417	3,646	6.4
Mining	**	**	**	**			
Construction	2,400	5.8	2,700	5.8	3,071	3,277	5.8
Manufacturing	950	2.3	800	1.7	303	323	0.6
Service-producing	38,300	91.8	43,250	92.3	49,565	52,890	93.5
Wholesale trade	500	1.2	550	1.2	597	637	1.1
Retail Trade	6,800	16.3	8,050	17.2	10,061	10,736	19.0
Utilities	**	**	**	**			0.0
Transportation and warehousing	500	1.2	500	1.1	428	456	0.8
Information	450	1.1	450	1.0	385	411	0.7
Finance and insurance	1,150	2.8	1,200	2.6	1,153	1,231	2.2
Real estate and rental and leasing	900	2.2	1,050	2.2	1,279	1,365	2.4
Professional and technical services	1,050	2.5	1,400	3.0	2,087	2,227	3.9
Management of companies and enterprises	150	0.4	150	0.3	128	137	0.2
Administrative and waste services	950	2.3	1,300	2.8	2,001	2,136	3.8
Educational services	350	0.8	450	1.0	639	682	1.2
Health care and social assistance	4,100	9.8	4,950	10.6	6,393	6,822	12.1
Arts, entertainment, and recreation	1,750	4.2	2,300	4.9	3,365	3,590	6.3
Accommodation and food services	8,650	20.7	9,400	20.1	9,944	10,611	18.7
Other Services (except government)	1,700	4.1	2,100	4.5	2,812	3,001	5.3
Government	9,050	21.7	9,200	19.6	8,248	8,801	15.6
Federal Government	400	1.0	400	0.9	342	365	0.6
State Government	1,750	4.2	1,850	3.9	1,836	1,959	3.5
Local Government	6,900	16.5	7,000	14.9	6,240	6,658	11.8
Prepared By: NJ Department of Labor and Workforce Development, 2002 - 2012							
CRBR, 2020 - 2035							

Many of the workforce issues in the future will focus on the supply of retail and accommodations workers. As housing costs rise, these workers will need to change their commuting patterns.

Scenario Results

The scenarios developed for the county can be disaggregated to the municipal level. The results are reported below.

TABLE 11

**SJTPO - POPULATION SCENARIO BANDWIDTHS
BY MUNICIPALITY
2007 - 2030
CRBR - JUNE 2006**

	2007			2030			2007 - 2030 Growth Rates		
	pop	pop-high	pop-low	pop	pop-high	pop-low	pop	pop-high	pop-low
Cape May County	101,780	104,600	99,960	113,110	130,077	87,890	11.13%	24.36%	-12.07%
Avalon borough	2,225	2,287	2,186	2,551	2,934	1,983	14.65%	28.29%	-9.29%
Cape May city	3,796	3,901	3,728	4,062	4,671	3,156	7.01%	19.74%	-15.34%
Cape May Point borough	243	250	238	272	313	211	11.95%	25.27%	-11.43%
Dennis township	6,144	6,315	6,035	6,598	7,588	5,127	7.39%	20.17%	-15.04%
Lower township	21,727	22,329	21,339	23,382	26,889	18,168	7.61%	20.42%	-14.86%
Middle township	17,377	17,859	17,066	20,145	23,166	15,653	15.93%	29.72%	-8.28%
North Wildwood city	4,821	4,955	4,735	5,246	6,033	4,077	8.82%	21.77%	-13.90%
Ocean City city	15,939	16,380	15,654	18,208	20,939	14,148	14.24%	27.83%	-9.62%
Sea Isle City city	3,155	3,242	3,099	3,778	4,345	2,936	19.77%	34.02%	-5.24%
Stone Harbor borough	1,076	1,106	1,057	1,162	1,336	903	7.93%	20.78%	-14.61%
Upper township	12,109	12,444	11,892	13,572	15,607	10,546	12.08%	25.42%	-11.32%
West Cape May borough	1,063	1,093	1,044	1,166	1,341	906	9.64%	22.69%	-13.25%
West Wildwood borough	409	420	401	425	489	330	3.94%	16.31%	-17.76%
Wildwood city	5,217	5,362	5,124	5,539	6,369	4,304	6.15%	18.79%	-16.01%
Wildwood Crest borough	3,882	3,990	3,813	4,203	4,834	3,266	8.27%	21.15%	-14.34%
Woodbine borough	2,596	2,668	2,550	2,801	3,222	2,177	7.90%	20.73%	-14.64%

TABLE 12

**SJTPO - EMPLOYMENT SCENARIO BANDWIDTHS
BY MUNICIPALITY
2007 - 2030
CRBR - JUNE 2006**

	2007			2030			2007 - 2030 Growth Rates		
	emp	emp-high	emp-low	emp	emp-high	emp-low	emp	emp-high	emp-low
Cape May County	47,440	48,754	46,592	55,718	64,076	43,295	17.45%	31.43%	-7.08%
Avalon borough	1,536	1,579	1,509	1,855	2,133	1,441	20.72%	35.08%	-4.49%
Cape May city	5,193	5,336	5,100	5,851	6,728	4,546	12.67%	26.08%	-10.86%
Cape May Point borough	238	245	234	281	323	218	17.88%	31.90%	-6.74%
Dennis township	2,213	2,274	2,174	2,502	2,878	1,944	13.07%	26.53%	-10.54%
Lower township	3,454	3,550	3,392	3,914	4,501	3,041	13.31%	26.79%	-10.35%
Middle township	12,037	12,371	11,822	14,693	16,897	11,417	22.06%	36.59%	-3.43%
North Wildwood city	1,745	1,793	1,714	1,999	2,299	1,554	14.58%	28.22%	-9.34%
Ocean City city	6,790	6,978	6,669	8,167	9,393	6,346	20.28%	34.60%	-4.83%
Sea Isle City city	1,514	1,556	1,487	1,909	2,195	1,483	26.11%	41.11%	-0.23%
Stone Harbor borough	1,142	1,174	1,121	1,298	1,492	1,008	13.65%	27.17%	-10.08%
Upper township	4,068	4,181	3,996	4,801	5,521	3,731	18.01%	32.06%	-6.63%
West Cape May borough	319	327	313	368	423	286	15.45%	29.18%	-8.66%
West Wildwood borough	488	502	479	534	614	415	9.44%	22.47%	-13.41%
Wildwood city	4,151	4,267	4,077	4,640	5,336	3,606	11.77%	25.07%	-11.57%
Wildwood Crest borough	1,896	1,949	1,862	2,162	2,486	1,680	14.00%	27.56%	-9.81%
Woodbine borough	655	673	643	744	856	578	13.61%	27.13%	-10.12%

Transportation To Work (CTPP 2000)

Finally, evidence on travel to work patterns can be found on the Census Transportation Planning Package 2000 for each county. This data is from the Census 2000 long form. While it is not easily used as a forecasting tool, some trends in means of transportation to work and travel time to work can give an indication of whether or not workers are able or willing to live closer to work given the parameters of housing costs, gasoline prices, time lost, etc.

The county profiles are found in **APPENDIX A**. For Cape May County, the following changes occurred from 1990 to 2000:

- Households reporting no vehicle available fell from 10.1% to 9.7%.
- Those driving alone to work increased from 75.8% to 80.1%.
- Commutes got considerably longer in terms of commuting times with those reporting 45 minutes or more driving time increased from 10.0% to 13.4%.

SOUTH JERSEY GROWTH PROJECTIONS

CUMBERLAND COUNTY

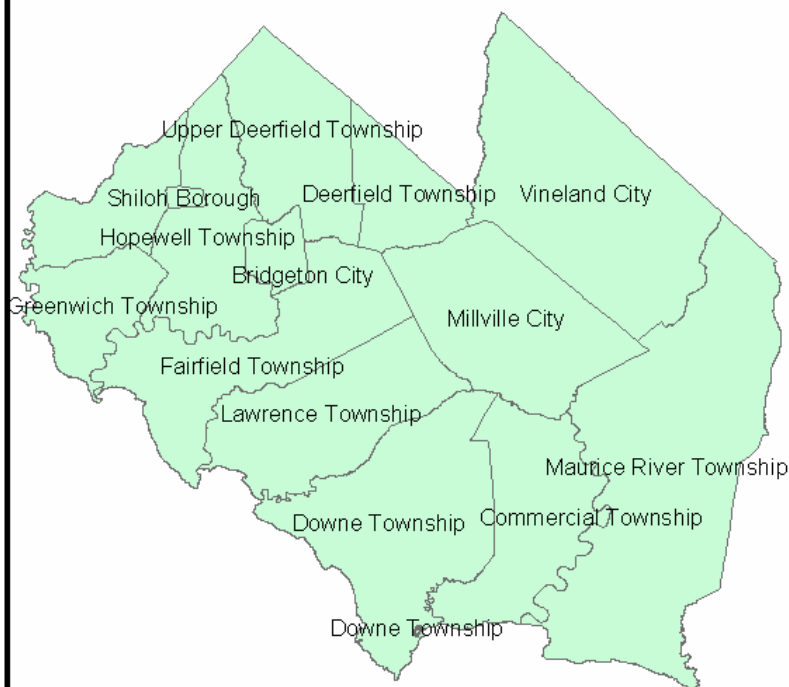
Growth Projections

The most recent population estimates for Cumberland County indicate that growth in the greater region is beginning to spread to west from the Atlantic City labor and housing markets and east from the Philadelphia markets. This has led to a moderate growth forecast of 11% through 2030.

This growth has two dimensions. The first is the spread of residential land use to farming communities at the fringe of the suburban growth areas. This can currently be seen in Hopewell and East Vineland for instance. The second trend is growth in the small cities of Millville, Bridgeton and Vineland. Recent success and expected near-term projects have caused some optimism for growth after years of redevelopment efforts. This pattern is reflected in **MAP 5**.

MAP 5

SJTPO POPULATION PROJECTIONS CUMBERLAND COUNTY 2007 - 2030



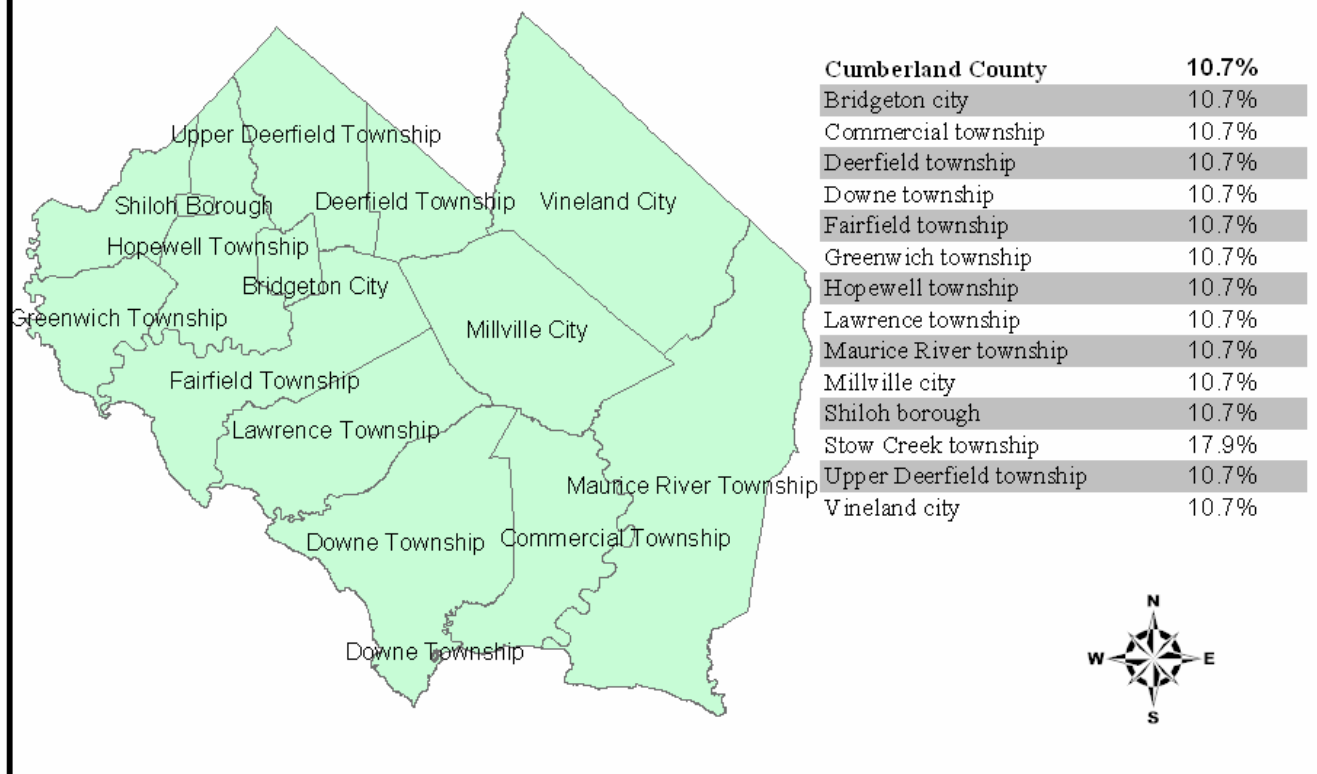
Cumberland County	11.0%
Bridgeton city	12.5%
Commercial township	7.1%
Deerfield township	19.9%
Downe township	6.5%
Fairfield township	17.6%
Greenwich township	8.4%
Hopewell township	14.2%
Lawrence township	13.3%
Maurice River township	9.7%
Millville city	9.4%
Shiloh borough	37.8%
Stow Creek township	15.3%
Upper Deerfield township	10.3%
Vineland city	10.0%



While the employment growth rates in Cumberland County were based on constant shares of employment, causing the consistent growth rates across municipalities, this does imply that job growth will be more evenly geographically spread than in the past where it was fairly limited to industrial parks in Vineland and Millville. A resurgence of even moderate growth in Bridgeton will cause the economic landscape to shift further to the western part of the County. **MAP 6** below reports the employment projections for the County's municipalities.

MAP 6

SJTPO EMPLOYMENT PROJECTIONS CUMBERLAND COUNTY 2007 - 2030



Industry Sectors

Employment growth in Cumberland County is projected to be concentrated in three sectors: retail trade, health care services, and government services. The decline in manufacturing from 18% of the workforce to only 3.4% will change the nature of work in the County.

TABLE 13

Estimated and Projected Employment by Major Industry Group, 2002-2035							
Cumberland County							
	2002		2012		2020	2035	
Industry Title	Number	Percent	Number	Percent	Number	Number	Percent
Total Nonfarm Payroll Employment	59,900	100.0	64,900	100.0	68,622	71,053	100.0
Goods-Producing	13,150	22.0	11,300	17.4	5,701	5,903	8.3
Mining	**	**	**	**			
Construction	2,250	3.8	2,650	4.1	3,248	3,363	4.7
Manufacturing	10,750	18.0	8,500	13.1	2,321	2,403	3.4
Service-producing	46,700	78.0	53,600	82.6	62,972	65,203	91.8
Wholesale trade	2,150	3.6	2,450	3.8	2,843	2,944	4.1
Retail Trade	7,950	13.3	9,400	14.5	11,594	12,004	16.9
Utilities	**	**	**	**			
Transportation and warehousing	2,150	3.6	2,450	3.8	2,843	2,944	4.1
Information	1,050	1.8	1,000	1.5	765	792	1.1
Finance and insurance	1,850	3.1	2,000	3.1	2,103	2,178	3.1
Real estate and rental and leasing	500	0.8	550	0.8	598	620	0.9
Professional and technical services	1,200	2.0	1,450	2.2	1,849	1,914	2.7
Management of companies and enterprises	400	0.7	400	0.6	352	364	0.5
Administrative and waste services	1,450	2.4	1,750	2.7	2,227	2,306	3.2
Educational services	900	1.5	1,050	1.6	1,268	1,312	1.8
Health care and social assistance	7,750	12.9	9,650	14.9	12,845	13,300	18.7
Arts, entertainment, and recreation	450	0.8	800	1.2	1,506	1,559	2.2
Accommodation and food services	2,650	4.4	3,050	4.7	3,600	3,728	5.2
Other Services (except government)	1,900	3.2	2,350	3.6	3,099	3,209	4.5
Government	14,300	23.9	15,150	23.3	15,277	15,818	22.3
Federal Government	750	1.3	700	1.1	501	519	0.7
State Government	5,000	8.4	5,350	8.2	5,509	5,704	8.0
Local Government	8,550	14.3	9,100	14.0	9,267	9,595	13.5
Prepared By: NJ Department of Labor and Workforce Development, 2002 - 2012							
CRBR, 2020 - 2035							

In many ways, the next twenty years will mark the transition of Cumberland County from the past manufacturing base to a service industry base. In this sense, the County will become more like the rest of the state and region.

Scenario Results

The scenarios developed for the county can be disaggregated to the municipal level. The results are reported below.

One of the key development issues in Cumberland County will be planning for and accommodating the growth in the smaller municipalities. While this growth will be low in absolute numbers, it will have large fiscal and infrastructure impacts. Even small increases in small school districts can necessitate facilities and road projects.

TABLE 14

**SJTPO - POPULATION SCENARIO BANDWIDTHS
BY MUNICIPALITY
2007 - 2030
CRBR - JUNE 2006**

	2007			2030			2007 - 2030 Growth Rates		
	pop	pop-high	pop-low	pop	pop-high	pop-low	pop	pop-high	pop-low
Cumberland County	155,160	162,918	154,000	172,300	198,145	166,000	11.05%	21.62%	7.79%
Bridgeton city	24,257	25,470	24,076	27,284	31,377	26,287	12.48%	23.19%	9.18%
Commercial township	5,471	5,745	5,430	5,859	6,738	5,645	7.09%	17.29%	3.95%
Deerfield township	3,238	3,400	3,214	3,881	4,463	3,739	19.87%	31.29%	16.36%
Downe township	1,693	1,777	1,680	1,803	2,074	1,737	6.52%	16.66%	3.40%
Fairfield township	6,856	7,199	6,805	8,061	9,270	7,766	17.57%	28.77%	14.12%
Greenwich township	886	930	879	960	1,104	925	8.38%	18.71%	5.21%
Hopewell township	4,782	5,021	4,746	5,462	6,281	5,262	14.22%	25.09%	10.87%
Lawrence township	2,917	3,063	2,895	3,304	3,799	3,183	13.27%	24.06%	9.95%
Maurice River township	7,764	8,153	7,706	8,516	9,794	8,205	9.68%	20.13%	6.47%
Millville city	28,233	29,645	28,022	30,897	35,531	29,767	9.43%	19.86%	6.23%
Shiloh borough	647	679	642	891	1,025	859	37.79%	50.91%	33.75%
Stow Creek township	1,547	1,624	1,535	1,783	2,051	1,718	15.29%	26.26%	11.91%
Upper Deerfield township	7,980	8,379	7,920	8,802	10,122	8,480	10.30%	20.80%	7.06%
Vineland city	58,888	61,833	58,448	64,796	74,516	62,427	10.03%	20.51%	6.81%

TABLE 15

**SJTPO - EMPLOYMENT SCENARIO BANDWIDTHS
BY MUNICIPALITY
2007 - 2030
CRBR - JUNE 2006**

	2007			2030			2007 - 2030 Growth Rates		
	emp	emp-high	emp-low	emp	emp-high	emp-low	emp	emp-high	emp-low
Cumberland County	64,070	67,274	63,591	70,946	81,588	68,352	10.73%	21.28%	7.49%
Bridgeton city	11,202	11,762	11,118	12,402	14,262	11,949	10.71%	21.26%	7.47%
Commercial township	575	604	571	637	732	613	10.72%	21.26%	7.47%
Deerfield township	793	833	787	878	1,010	846	10.72%	21.26%	7.47%
Downe township	396	416	393	438	504	422	10.72%	21.26%	7.47%
Fairfield township	1,724	1,810	1,711	1,908	2,195	1,839	10.72%	21.26%	7.47%
Greenwich township	103	108	102	114	131	110	10.72%	21.26%	7.47%
Hopewell township	174	183	173	193	222	186	10.72%	21.26%	7.47%
Lawrence township	1,105	1,161	1,097	1,224	1,407	1,179	10.72%	21.26%	7.47%
Maurice River township	494	518	490	546	628	527	10.72%	21.26%	7.47%
Millville city	12,375	12,994	12,283	13,702	15,757	13,201	10.72%	21.26%	7.47%
Shiloh borough	195	205	193	216	248	208	10.72%	21.26%	7.47%
Stow Creek township	140	147	139	165	190	159	17.86%	29.08%	14.40%
Upper Deerfield township	2,178	2,286	2,161	2,411	2,773	2,323	10.72%	21.26%	7.47%
Vineland city	32,617	34,247	32,373	36,112	41,529	34,791	10.72%	21.26%	7.47%

Transportation To Work (CTPP 2000)

Finally, evidence on travel to work patterns can be found on the Census Transportation Planning Package 2000 for each county. This data is from the Census 2000 long form. While it is not easily used as a forecasting tool, some trends in means of transportation to work and travel time to work can give an indication of whether or not workers are able or willing to live closer to work given the parameters of housing costs, gasoline prices, time lost, etc.

The county profiles are found in **APPENDIX A**. For Cumberland County, the following changes occurred from 1990 to 2000:

- Households reporting no vehicle available actually increased from 11.9% to 13.27%.
- Those driving alone to work increased from 75.2% to 78.3%.
- Commutes got considerably longer in terms of commuting times with those reporting 45 minutes or more driving time increased from 11.5% to 14.2%.

SOUTH JERSEY GROWTH PROJECTIONS

SALEM COUNTY

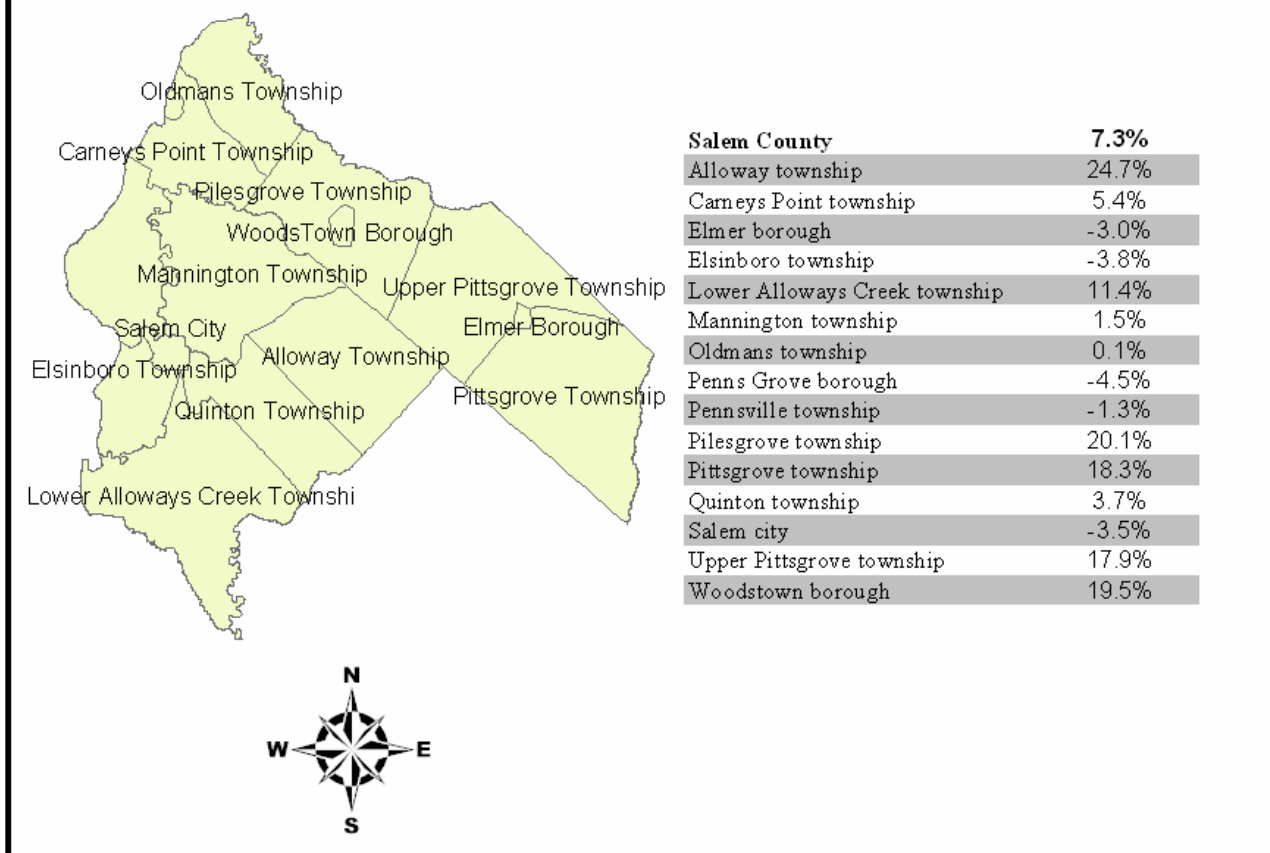
Growth Projections

The projected growth patterns in Salem County indicate large changes in a county that has been stagnant for over 30 years. While the population growth shown in **MAP 7** is forecast to be a slow 7.3%, the employment growth pattern shown in **MAP 8** is projected to become much more like the region's at 22.2%. However, the number of new jobs expected from 2007 – 2030 is relatively small at approximately 4,500.

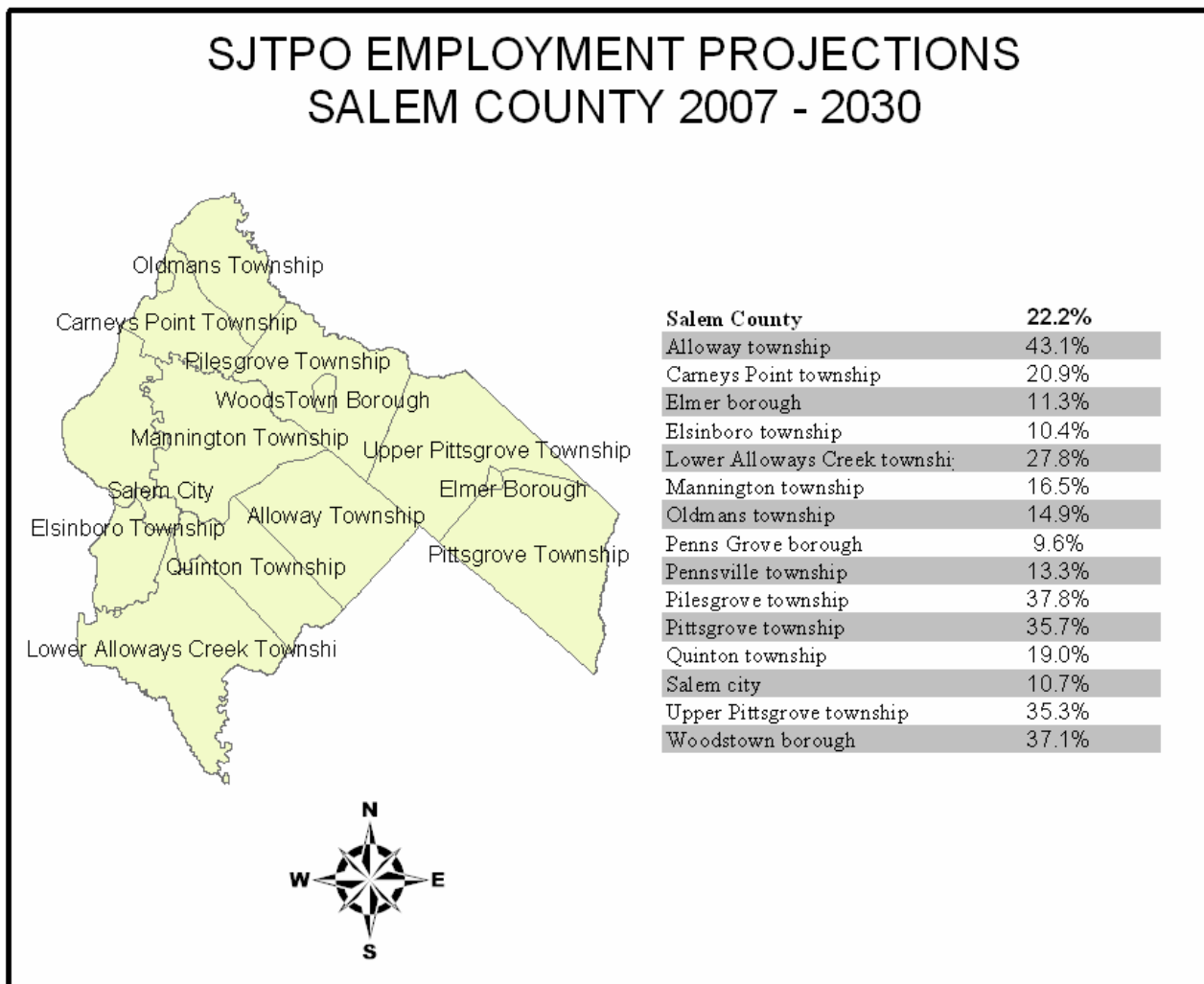
Many of the transportation issues in Salem County depend upon the location of these new jobs. There are now many plans to revitalize the Delaware River waterfront towns to become more tourism oriented. However, much of the population and recent job growth has been in the areas further east in townships bordering Atlantic County. Much of the projected growth is in this area.

MAP 7

SJTPO POPULATION PROJECTIONS SALEM COUNTY 2007 - 2030



MAP 8



Industry Sectors

The expected industrial mix in Salem County, like Cumberland and Cape May counties indicates that the economy will be focused on servicing a growing population base. The growth industries – retail trade, health care services and government – are all secondary in nature.

TABLE 16

Estimated and Projected Employment by Major Industry Group, 2002-2035							
Salem County							
	2002		2012		2020	2035	
Industry Title	Number	Percent	Number	Percent	Number	Number	Percent
Total Nonfarm Payroll Employment	22,450	100.0	23,500	100.0	23,781	25,987	100.0
Goods-Producing	4,400	19.6	4,350	18.5	3,884	4,245	16.3
Mining	0	0.0	0	0.0			0.0
Construction	1,150	5.1	1,300	5.5	1,510	1,650	6.4
Manufacturing	3,250	14.5	3,050	13.0	2,374	2,594	10.0
Service-producing	18,050	80.4	19,200	81.7	20,048	21,908	84.3
Wholesale trade	300	1.3	300	1.3	275	301	1.2
Retail Trade	2,350	10.5	2,550	10.9	2,763	3,019	11.6
Utilities	**	**	**	**			
Transportation and warehousing	700	3.1	700	3.0	642	702	2.7
Information	**	**	**	**	0	0	
Finance and insurance	550	2.4	600	2.6	656	717	2.8
Real estate and rental and leasing	200	0.9	200	0.9	183	200	0.8
Professional and technical services	450	2.0	500	2.1	565	617	2.4
Management of companies and enterprises	**	**	**	**			
Administrative and waste services	**	**	**	**			
Educational services	**	**	**	**			
Health care and social assistance	3,150	14.0	3,750	16.0	4,711	5,148	19.8
Arts, entertainment, and recreation	200	0.9	250	1.1	335	366	1.4
Accommodation and food services	1,400	6.2	1,500	6.4	1,588	1,735	6.7
Other Services (except government)	700	3.1	800	3.4	946	1,033	4.0
Government	4,300	19.2	4,500	19.1	4,552	4,974	19.1
Federal Government	200	0.9	150	0.6	32	35	0.1
State Government	400	1.8	450	1.9	519	567	2.2
Local Government	3,700	16.5	3,900	16.6	4,001	4,372	16.8
Prepared By: NJ Department of Labor and Workforce Development, 2002 - 2012							
CRBR, 2020 - 2035							

This employment growth pattern altered substantially if the recreation and accommodation sector were heavily influenced by successful redevelopment along the Delaware River.

Scenario Results

The scenarios developed for the county can be disaggregated to the municipal level. The results are reported below.

The pace and nature of economic growth in Salem County would be influenced heavily by the extension of the light-rail River Line from Camden to the Delaware Memorial Bridge. Many of the towns along the river have water and sewer infrastructure in place and could accommodate more growth.

TABLE 17

**SJTPO - POPULATION SCENARIO BANDWIDTHS
BY MUNICIPALITY
2007 - 2030
CRBR - JUNE 2006**

	2007			2030			2007 - 2030 Growth Rates		
	pop	pop-high	pop-low	pop	pop-high	pop-low	pop	pop-high	pop-low
Salem County	66,700	70,035	66,500	71,550	82,283	70,000	7.27%	17.49%	5.26%
Alloway township	3,064	3,217	3,054	3,821	4,394	3,738	24.72%	36.60%	22.38%
Carneys Point township	7,989	8,388	7,965	8,422	9,685	8,239	5.42%	15.46%	3.44%
Elmer borough	1,370	1,439	1,366	1,329	1,529	1,301	-2.97%	6.28%	-4.78%
Elsinboro township	1,071	1,124	1,067	1,030	1,185	1,008	-3.77%	5.40%	-5.57%
Lower Alloways Creek township	1,953	2,050	1,947	2,176	2,502	2,129	11.43%	22.04%	9.35%
Mannington township	1,575	1,654	1,571	1,599	1,839	1,565	1.53%	11.20%	-0.37%
Oldmans township	1,834	1,926	1,829	1,837	2,112	1,797	0.12%	9.66%	-1.75%
Penns Grove borough	4,774	5,013	4,760	4,560	5,244	4,461	-4.49%	4.61%	-6.28%
Pennsville township	13,280	13,944	13,241	13,112	15,078	12,828	-1.27%	8.13%	-3.12%
Pilesgrove township	4,426	4,647	4,413	5,316	6,114	5,201	20.11%	31.55%	17.86%
Pittsgrove township	9,627	10,108	9,598	11,384	13,092	11,138	18.26%	29.52%	16.04%
Quinton township	2,876	3,020	2,867	2,982	3,429	2,917	3.68%	13.56%	1.74%
Salem city	5,767	6,055	5,749	5,562	6,397	5,442	-3.54%	5.64%	-5.35%
Upper Pittsgrove township	3,709	3,895	3,698	4,375	5,031	4,280	17.93%	29.17%	15.73%
Woodstown borough	3,385	3,554	3,375	4,045	4,651	3,957	19.49%	30.87%	17.26%

TABLE 18

**SJTPO - EMPLOYMENT SCENARIO BANDWIDTHS
BY MUNICIPALITY
2007 - 2030
CRBR - JUNE 2006**

	2007			2030			2007 - 2030 Growth Rates		
	emp	emp-high	emp-low	emp	emp-high	emp-low	emp	emp-high	emp-low
Salem County	21,010	22,061	20,947	25,667	29,517	25,111	22.17%	33.80%	19.88%
Alloway township	626	658	624	896	1,030	877	43.09%	56.71%	40.41%
Carneys Point township	2,155	2,263	2,149	2,606	2,997	2,550	20.94%	32.46%	18.68%
Elmer borough	1,434	1,505	1,429	1,596	1,835	1,561	11.33%	21.93%	9.24%
Elsinboro township	95	100	95	105	121	103	10.41%	20.92%	8.34%
Lower Alloways Creek township	630	662	628	806	927	788	27.84%	40.02%	25.45%
Mannington township	899	944	897	1,048	1,205	1,025	16.49%	27.58%	14.30%
Oldmans township	665	699	663	764	879	748	14.87%	25.81%	12.72%
Penns Grove borough	1,017	1,068	1,014	1,115	1,282	1,090	9.58%	20.01%	7.52%
Pennsville township	3,751	3,938	3,739	4,248	4,886	4,156	13.27%	24.06%	11.15%
Pilesgrove township	1,037	1,089	1,034	1,429	1,644	1,398	37.80%	50.92%	35.22%
Pittsgrove township	3,018	3,169	3,009	4,094	4,709	4,006	35.67%	48.59%	33.13%
Quinton township	138	144	137	164	188	160	18.95%	30.28%	16.73%
Salem city	2,987	3,137	2,978	3,306	3,802	3,234	10.66%	21.20%	8.59%
Upper Pittsgrove township	907	952	904	1,227	1,411	1,200	35.30%	48.19%	32.77%
Woodstown borough	1,651	1,733	1,646	2,263	2,603	2,214	37.09%	50.15%	34.53%

Transportation To Work (CTPP 2000)

Finally, evidence on travel to work patterns can be found on the Census Transportation Planning Package 2000 for each county. This data is from the Census 2000 long form. While it is not easily used as a forecasting tool, some trends in means of transportation to work and travel time to work can give an indication of whether or not workers are able or willing to live closer to work given the parameters of housing costs, gasoline prices, time lost, etc.

The county profiles are found in **APPENDIX A**. For Salem County, the following changes occurred from 1990 to 2000:

- Households reporting no vehicle available increased from 9.1% to 9.3%.
- Those driving alone to work increased from 78.2% to 83.8%.
- Commutes got considerably longer in terms of commuting times with those reporting 45 minutes or more driving time increased from 10.1% to 13.9%.

**Appendix A:
CTPP County Profiles**



CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 1. Profile of Selected 1990 and 2000 Characteristics

Geographic Area: Atlantic County, New Jersey

Subject	1990 Census		Census 2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
POPULATION						
Total population	224,327	100.0	252,552	100.0	28,225	12.6
In households	218,364	97.3	246,071	97.4	27,707	12.7
In group quarters	5,963	2.7	6,481	2.6	518	8.7
HOUSEHOLD SIZE						
Total households	85,407	100.0	95,025	100.0	9,618	11.3
1-person household	22,604	26.5	25,656	27.0	3,052	13.5
2-person household	26,819	31.4	29,469	31.0	2,650	9.9
3-person household	14,782	17.3	15,518	16.3	736	5.0
4-person household	12,262	14.4	13,675	14.4	1,413	11.5
5-or-more-person household	8,940	10.5	10,707	11.3	1,767	19.8
Mean number of persons per household	2.56	(X)	2.59	(X)	0.03	(X)
VEHICLES AVAILABLE¹						
Total households	85,407	100.0	95,025	100.0	9,618	11.3
No vehicle available	14,143	16.6	14,532	15.3	389	2.8
1 vehicle available	30,198	35.4	35,101	36.9	4,903	16.2
2 vehicles available	30,165	35.3	34,333	36.1	4,168	13.8
3 vehicles available	8,107	9.5	8,411	8.9	304	3.7
4 vehicles available	2,148	2.5	1,946	2.0	-202	-9.4
5 or more vehicles available	646	0.8	702	0.7	56	8.7
Mean vehicles per household	1.49	(X)	1.48	(X)	-0.01	(X)
WORKERS BY SEX¹						
Workers 16 years and over	111,467	100.0	112,660	100.0	1,193	1.1
Male	60,360	54.2	58,125	51.6	-2,235	-3.7
Female	51,107	45.8	54,535	48.4	3,428	6.7
MEANS OF TRANSPORTATION TO WORK						
Workers 16 years and over	111,467	100.0	112,659	100.0	1,192	1.1
Drove alone	78,406	70.3	82,379	73.1	3,973	5.1
Carpooled	14,035	12.6	12,955	11.5	-1,080	-7.7
Public transportation (including taxicab)	8,271	7.4	8,668	7.7	397	4.8
Bicycle or walked	7,252	6.5	5,378	4.8	-1,874	-25.8
Motorcycle or other means	1,168	1.0	1,089	1.0	-79	-6.8
Worked at home	2,335	2.1	2,190	1.9	-145	-6.2
TRAVEL TIME TO WORK						
Workers who did not work at home	109,132	100.0	110,469	100.0	1,337	1.2
Less than 5 minutes	4,147	3.8	3,792	3.4	-355	-8.6
5 to 9 minutes	12,907	11.8	11,822	10.7	-1,085	-8.4
10 to 14 minutes	18,887	17.3	17,227	15.6	-1,660	-8.8
15 to 19 minutes	21,052	19.3	19,824	17.9	-1,228	-5.8
20 to 29 minutes	27,286	25.0	27,734	25.1	448	1.6
30 to 44 minutes	16,470	15.1	17,649	16.0	1,179	7.2
45 or more minutes	8,383	7.7	12,421	11.2	4,038	48.2
Mean travel time to work (minutes)	19.9	(X)	23.7	(X)	3.8	(X)
TIME LEAVING HOME TO GO TO WORK						
Workers who did not work at home	109,132	100.0	110,469	100.0	1,337	1.2
5:00 a.m. to 6:59 a.m.	15,541	14.2	18,932	17.1	3,391	21.8
7:00 a.m. to 7:59 a.m.	28,675	26.3	27,488	24.9	-1,187	-4.1
8:00 a.m. to 8:59 a.m.	23,404	21.4	21,197	19.2	-2,207	-9.4
9:00 a.m. to 9:59 a.m.	8,688	8.0	7,640	6.9	-1,048	-12.1
10:00 a.m. to 11:59 a.m.	6,566	6.0	7,427	6.7	861	13.1
12:00 p.m. to 11:59 p.m.	23,697	21.7	23,507	21.3	-190	-0.8
12:00 a.m. to 4:59 a.m.	2,561	2.3	4,278	3.9	1,717	67.0

1 See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
 (X) Not applicable.
 Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)



Table 2. Profile of Selected 2000 Characteristics

Geographic Area: Atlantic County, New Jersey

Subject	Census 2000	
	Number	Percent
POPULATION BY AGE		
Total population	252,552	100.0
Under 16 years	57,550	22.8
16 to 20 years	15,591	6.2
21 to 24 years	10,865	4.3
25 to 44 years	78,014	30.9
45 to 64 years	56,451	22.4
65 years and over	34,081	13.5
Mean age (years)	36.8	(X)
HOUSEHOLD INCOME IN 1999¹		
Total households	95,025	100.0
Less than \$15,000	13,370	14.1
\$15,000 to 19,999	5,523	5.8
\$20,000 to 24,999	6,206	6.5
\$25,000 to 49,999	28,551	30.0
\$50,000 to 74,999	20,438	21.5
\$75,000 to 99,999	10,847	11.4
\$100,000 or more	10,090	10.6
Mean household income (dollars)	54,678	(X)
Median household income (dollars)	43,933	(X)

Household Size by Vehicles Available¹

Household Size	Mean vehicles per household	Vehicles available					
		Total households	No vehicle	1 vehicle	2 vehicles	3 vehicles	4 or more vehicles
Total households	1.48	95,025	14,530	35,100	34,335	8,410	2,650
Row percent	(X)	100.0	15.3	36.9	36.1	8.9	2.8
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
1-person household	0.81	25,655	7,305	16,395	1,660	185	105
Row percent	(X)	100.0	28.5	63.9	6.5	0.7	0.4
Column percent	(X)	27.0	50.3	46.7	4.8	2.2	4.0
2-person household	1.54	29,470	3,215	9,575	14,750	1,595	335
Row percent	(X)	100.0	10.9	32.5	50.1	5.4	1.1
Column percent	(X)	31.0	22.1	27.3	43.0	19.0	12.6
3-person household	1.79	15,520	1,610	4,060	6,620	2,695	535
Row percent	(X)	100.0	10.4	26.2	42.7	17.4	3.4
Column percent	(X)	16.3	11.1	11.6	19.3	32.0	20.2
4-or-more-person household	1.91	24,380	2,400	5,075	11,300	3,935	1,675
Row percent	(X)	100.0	9.8	20.8	46.3	16.1	6.9
Column percent	(X)	25.7	16.5	14.5	32.9	46.8	63.2

Means of Transportation to Work by Travel Time to Work¹

Means of Transportation	Mean travel time to work (minutes)	Travel time to work					
		Workers who did not work at home	Less than 10 minutes	10 to 19 minutes	20 to 29 minutes	30 to 44 minutes	45 or more minutes
Workers who did not work at home	23.7	110,470	15,615	37,050	27,735	17,650	12,420
Row percent	(X)	100.0	14.1	33.5	25.1	16.0	11.2
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
Drove alone	23.1	82,380	11,420	27,790	21,765	12,770	8,635
Row percent	(X)	100.0	13.9	33.7	26.4	15.5	10.5
Column percent	(X)	74.6	73.1	75.0	78.5	72.4	69.5
Carpooled	25.8	12,955	1,565	4,250	3,240	2,225	1,675
Row percent	(X)	100.0	12.1	32.8	25.0	17.2	12.9
Column percent	(X)	11.7	10.0	11.5	11.7	12.6	13.5
Public transportation (including taxicab)	32.4	8,670	430	2,345	1,810	2,210	1,875
Row percent	(X)	100.0	5.0	27.0	20.9	25.5	21.6
Column percent	(X)	7.8	2.8	6.3	6.5	12.5	15.1
Bicycle or walked	12.1	5,380	2,030	2,250	695	295	105
Row percent	(X)	100.0	37.7	41.8	12.9	5.5	2.0
Column percent	(X)	4.9	13.0	6.1	2.5	1.7	0.8
Motorcycle or other means	27.0	1,090	170	415	215	150	130
Row percent	(X)	100.0	15.6	38.1	19.7	13.8	11.9
Column percent	(X)	1.0	1.1	1.1	0.8	0.8	1.0

¹ See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
(X) Not applicable.
Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.



CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 1. Profile of Selected 1990 and 2000 Characteristics

Geographic Area: Cape May County, New Jersey

Subject	1990 Census		Census 2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
POPULATION						
Total population	95,089	100.0	102,326	100.0	7,237	7.6
In households	92,442	97.2	99,675	97.4	7,233	7.8
In group quarters	2,647	2.8	2,651	2.6	4	0.2
HOUSEHOLD SIZE						
Total households	38,035	100.0	42,140	100.0	4,105	10.8
1-person household	10,344	27.2	12,706	30.2	2,362	22.8
2-person household	13,565	35.7	15,104	35.8	1,539	11.3
3-person household	5,826	15.3	5,729	13.6	-97	-1.7
4-person household	4,852	12.8	4,982	11.8	130	2.7
5-or-more-person household	3,448	9.1	3,619	8.6	171	5.0
Mean number of persons per household	2.43	(X)	2.37	(X)	-0.07	(X)
VEHICLES AVAILABLE¹						
Total households	38,035	100.0	42,140	100.0	4,105	10.8
No vehicle available	3,860	10.1	4,092	9.7	232	6.0
1 vehicle available	16,081	42.3	17,280	41.0	1,199	7.5
2 vehicles available	13,572	35.7	16,004	38.0	2,432	17.9
3 vehicles available	3,443	9.1	3,657	8.7	214	6.2
4 vehicles available	807	2.1	869	2.1	62	7.7
5 or more vehicles available	272	0.7	238	0.6	-34	-12.5
Mean vehicles per household	1.53	(X)	1.54	(X)	0.01	(X)
WORKERS BY SEX¹						
Workers 16 years and over	41,117	100.0	44,020	100.0	2,903	7.1
Male	22,671	55.1	23,350	53.0	679	3.0
Female	18,446	44.9	20,670	47.0	2,224	12.1
MEANS OF TRANSPORTATION TO WORK						
Workers 16 years and over	41,117	100.0	44,022	100.0	2,905	7.1
Drove alone	31,181	75.8	35,252	80.1	4,071	13.1
Carpooled	5,226	12.7	4,142	9.4	-1,084	-20.7
Public transportation (including taxicab)	676	1.6	810	1.8	134	19.8
Bicycle or walked	2,584	6.3	2,241	5.1	-343	-13.3
Motorcycle or other means	360	0.9	320	0.7	-40	-11.1
Worked at home	1,090	2.7	1,257	2.9	167	15.3
TRAVEL TIME TO WORK						
Workers who did not work at home	40,027	100.0	42,765	100.0	2,738	6.8
Less than 5 minutes	2,442	6.1	2,654	6.2	212	8.7
5 to 9 minutes	6,575	16.4	6,381	14.9	-194	-3.0
10 to 14 minutes	7,073	17.7	7,541	17.6	468	6.6
15 to 19 minutes	7,223	18.0	6,978	16.3	-245	-3.4
20 to 29 minutes	6,913	17.3	7,833	18.3	920	13.3
30 to 44 minutes	5,781	14.4	5,641	13.2	-140	-2.4
45 or more minutes	4,020	10.0	5,737	13.4	1,717	42.7
Mean travel time to work (minutes)	20.0	(X)	23.2	(X)	3.3	(X)
TIME LEAVING HOME TO GO TO WORK						
Workers who did not work at home	40,027	100.0	42,765	100.0	2,738	6.8
5:00 a.m. to 6:59 a.m.	7,287	18.2	8,227	19.2	940	12.9
7:00 a.m. to 7:59 a.m.	11,559	28.9	12,812	30.0	1,253	10.8
8:00 a.m. to 8:59 a.m.	10,424	26.0	9,970	23.3	-454	-4.4
9:00 a.m. to 9:59 a.m.	3,210	8.0	3,461	8.1	251	7.8
10:00 a.m. to 11:59 a.m.	1,685	4.2	1,882	4.4	197	11.7
12:00 p.m. to 11:59 p.m.	5,255	13.1	5,231	12.2	-24	-0.5
12:00 a.m. to 4:59 a.m.	607	1.5	1,182	2.8	575	94.7

¹ See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
 (X) Not applicable.
 Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)



Table 2. Profile of Selected 2000 Characteristics

Geographic Area: Cape May County, New Jersey

Subject	Census 2000	
	Number	Percent
POPULATION BY AGE		
Total population	102,326	100.0
Under 16 years	20,338	19.9
16 to 20 years	5,609	5.5
21 to 24 years	3,501	3.4
25 to 44 years	25,839	25.3
45 to 64 years	26,267	25.7
65 years and over	20,772	20.3
Mean age (years)	41.5	(X)
HOUSEHOLD INCOME IN 1999¹		
Total households	42,140	100.0
Less than \$15,000	5,962	14.1
\$15,000 to 19,999	3,056	7.3
\$20,000 to 24,999	3,062	7.3
\$25,000 to 49,999	12,651	30.0
\$50,000 to 74,999	7,672	18.2
\$75,000 to 99,999	4,553	10.8
\$100,000 or more	5,184	12.3
Mean household income (dollars)	57,755	(X)
Median household income (dollars)	41,591	(X)

Household Size by Vehicles Available¹

Household Size	Mean vehicles per household	Vehicles available					
		Total households	No vehicle	1 vehicle	2 vehicles	3 vehicles	4 or more vehicles
Total households	1.54	42,140	4,090	17,280	16,005	3,655	1,105
Row percent	(X)	100.0	9.7	41.0	38.0	8.7	2.6
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
1-person household	0.90	12,705	2,625	8,930	990	115	45
Row percent	(X)	100.0	20.7	70.3	7.8	0.9	0.4
Column percent	(X)	30.1	64.2	51.7	6.2	3.1	4.1
2-person household	1.62	15,105	745	5,485	7,840	855	180
Row percent	(X)	100.0	4.9	36.3	51.9	5.7	1.2
Column percent	(X)	35.8	18.2	31.7	49.0	23.4	16.3
3-person household	1.88	5,730	365	1,485	2,605	1,080	195
Row percent	(X)	100.0	6.4	25.9	45.5	18.8	3.4
Column percent	(X)	13.6	8.9	8.6	16.3	29.5	17.6
4-or-more-person household	2.13	8,600	355	1,380	4,570	1,610	690
Row percent	(X)	100.0	4.1	16.0	53.1	18.7	8.0
Column percent	(X)	20.4	8.7	8.0	28.6	44.0	62.4

Means of Transportation to Work by Travel Time to Work¹

Means of Transportation	Mean travel time to work (minutes)	Travel time to work					
		Workers who did not work at home	Less than 10 minutes	10 to 19 minutes	20 to 29 minutes	30 to 44 minutes	45 or more minutes
Workers who did not work at home	23.2	42,765	9,035	14,520	7,835	5,640	5,735
Row percent	(X)	100.0	21.1	34.0	18.3	13.2	13.4
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
Drove alone	23.4	35,250	6,930	12,150	6,735	4,685	4,755
Row percent	(X)	100.0	19.7	34.5	19.1	13.3	13.5
Column percent	(X)	82.4	76.7	83.7	86.0	83.1	82.9
Carpooled	25.9	4,140	645	1,445	755	675	620
Row percent	(X)	100.0	15.6	34.9	18.2	16.3	15.0
Column percent	(X)	9.7	7.1	10.0	9.6	12.0	10.8
Public transportation (including taxicab) ..	44.1	810	20	145	130	190	325
Row percent	(X)	100.0	2.5	17.9	16.0	23.5	40.1
Column percent	(X)	1.9	0.2	1.0	1.7	3.4	5.7
Bicycle or walked	8.5	2,240	1,330	665	165	65	15
Row percent	(X)	100.0	59.4	29.7	7.4	2.9	0.7
Column percent	(X)	5.2	14.7	4.6	2.1	1.2	0.3
Motorcycle or other means	21.7	320	115	110	50	25	25
Row percent	(X)	100.0	35.9	34.4	15.6	7.8	7.8
Column percent	(X)	0.7	1.3	0.8	0.6	0.4	0.4

¹ See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
(X) Not applicable.
Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.



CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 1. Profile of Selected 1990 and 2000 Characteristics

Geographic Area: Cumberland County, New Jersey

Subject	1990 Census		Census 2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
POPULATION						
Total population	138,053	100.0	146,438	100.0	8,385	6.1
In households	131,516	95.3	134,187	91.6	2,671	2.0
In group quarters	6,537	4.7	12,251	8.4	5,714	87.4
HOUSEHOLD SIZE						
Total households	47,259	100.0	49,096	100.0	1,837	3.9
1-person household	9,987	21.1	11,567	23.6	1,580	15.8
2-person household	14,283	30.2	14,746	30.0	463	3.2
3-person household	8,973	19.0	8,951	18.2	-22	-0.2
4-person household	7,925	16.8	7,507	15.3	-418	-5.3
5-or-more-person household	6,091	12.9	6,325	12.9	234	3.8
Mean number of persons per household	2.78	(X)	2.73	(X)	-0.05	(X)
VEHICLES AVAILABLE¹						
Total households	47,259	100.0	49,096	100.0	1,837	3.9
No vehicle available	5,611	11.9	6,476	13.2	865	15.4
1 vehicle available	16,821	35.6	17,972	36.6	1,151	6.8
2 vehicles available	17,622	37.3	17,835	36.3	213	1.2
3 vehicles available	5,255	11.1	5,045	10.3	-210	-4.0
4 vehicles available	1,375	2.9	1,400	2.9	25	1.8
5 or more vehicles available	575	1.2	368	0.7	-207	-36.0
Mean vehicles per household	1.62	(X)	1.56	(X)	-0.06	(X)
WORKERS BY SEX¹						
Workers 16 years and over	59,774	100.0	57,385	100.0	-2,389	-4.0
Male	31,718	53.1	29,980	52.2	-1,738	-5.5
Female	28,056	46.9	27,410	47.8	-646	-2.3
MEANS OF TRANSPORTATION TO WORK						
Workers 16 years and over	59,774	100.0	57,387	100.0	-2,387	-4.0
Drove alone	44,930	75.2	44,954	78.3	24	0.1
Carpooled	9,530	15.9	7,843	13.7	-1,687	-17.7
Public transportation (including taxicab)	1,346	2.3	1,281	2.2	-65	-4.8
Bicycle or walked	2,220	3.7	1,424	2.5	-796	-35.9
Motorcycle or other means	589	1.0	649	1.1	60	10.2
Worked at home	1,159	1.9	1,236	2.2	77	6.6
TRAVEL TIME TO WORK						
Workers who did not work at home	58,615	100.0	56,151	100.0	-2,464	-4.2
Less than 5 minutes	2,865	4.9	2,447	4.4	-418	-14.6
5 to 9 minutes	10,586	18.1	8,371	14.9	-2,215	-20.9
10 to 14 minutes	12,428	21.2	11,417	20.3	-1,011	-8.1
15 to 19 minutes	9,432	16.1	9,315	16.6	-117	-1.2
20 to 29 minutes	9,833	16.8	9,485	16.9	-348	-3.5
30 to 44 minutes	6,740	11.5	7,127	12.7	387	5.7
45 or more minutes	6,731	11.5	7,989	14.2	1,258	18.7
Mean travel time to work (minutes)	19.6	(X)	23.1	(X)	3.5	(X)
TIME LEAVING HOME TO GO TO WORK						
Workers who did not work at home	58,615	100.0	56,151	100.0	-2,464	-4.2
5:00 a.m. to 6:59 a.m.	14,820	25.3	15,694	27.9	874	5.9
7:00 a.m. to 7:59 a.m.	17,949	30.6	16,404	29.2	-1,545	-8.6
8:00 a.m. to 8:59 a.m.	10,881	18.6	8,946	15.9	-1,935	-17.8
9:00 a.m. to 9:59 a.m.	2,636	4.5	2,392	4.3	-244	-9.3
10:00 a.m. to 11:59 a.m.	1,558	2.7	1,465	2.6	-93	-6.0
12:00 p.m. to 11:59 p.m.	9,261	15.8	8,873	15.8	-388	-4.2
12:00 a.m. to 4:59 a.m.	1,510	2.6	2,377	4.2	867	57.4

¹ See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
 (X) Not applicable.
 Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)



Table 2. Profile of Selected 2000 Characteristics

Geographic Area: Cumberland County, New Jersey

Subject	Census 2000	
	Number	Percent
POPULATION BY AGE		
Total population	146,438	100.0
Under 16 years	32,893	22.5
16 to 20 years	9,813	6.7
21 to 24 years	6,833	4.7
25 to 44 years	46,114	31.5
45 to 64 years	31,886	21.8
65 years and over	18,899	12.9
Mean age (years)	36.3	(X)
HOUSEHOLD INCOME IN 1999¹		
Total households	49,096	100.0
Less than \$15,000	8,853	18.0
\$15,000 to 19,999	3,278	6.7
\$20,000 to 24,999	3,443	7.0
\$25,000 to 49,999	14,811	30.2
\$50,000 to 74,999	9,947	20.3
\$75,000 to 99,999	4,716	9.6
\$100,000 or more	4,048	8.2
Mean household income (dollars)	48,956	(X)
Median household income (dollars)	39,150	(X)

Household Size by Vehicles Available¹

Household Size	Mean vehicles per household	Vehicles available					
		Total households	No vehicle	1 vehicle	2 vehicles	3 vehicles	4 or more vehicles
Total households	1.56	49,095	6,475	17,970	17,835	5,045	1,770
Row percent	(X)	100.0	13.2	36.6	36.3	10.3	3.6
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
1-person household	0.87	11,565	2,945	7,440	990	140	50
Row percent	(X)	100.0	25.5	64.3	8.6	1.2	0.4
Column percent	(X)	23.6	45.5	41.4	5.6	2.8	2.8
2-person household	1.56	14,745	1,340	4,980	7,405	860	160
Row percent	(X)	100.0	9.1	33.8	50.2	5.8	1.1
Column percent	(X)	30.0	20.7	27.7	41.5	17.0	9.0
3-person household	1.77	8,950	1,025	2,320	3,570	1,785	250
Row percent	(X)	100.0	11.5	25.9	39.9	19.9	2.8
Column percent	(X)	18.2	15.8	12.9	20.0	35.4	14.1
4-or-more-person household	1.98	13,830	1,165	3,235	5,870	2,260	1,305
Row percent	(X)	100.0	8.4	23.4	42.4	16.3	9.4
Column percent	(X)	28.2	18.0	18.0	32.9	44.8	73.7

Means of Transportation to Work by Travel Time to Work¹

Means of Transportation	Mean travel time to work (minutes)	Travel time to work					
		Workers who did not work at home	Less than 10 minutes	10 to 19 minutes	20 to 29 minutes	30 to 44 minutes	45 or more minutes
Workers who did not work at home	23.1	56,150	10,820	20,730	9,485	7,125	7,990
Row percent	(X)	100.0	19.3	36.9	16.9	12.7	14.2
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
Drove alone	22.0	44,955	8,735	17,100	7,980	5,440	5,700
Row percent	(X)	100.0	19.4	38.0	17.8	12.1	12.7
Column percent	(X)	80.1	80.7	82.5	84.1	76.4	71.3
Carpooled	26.1	7,845	1,130	2,670	1,255	1,265	1,520
Row percent	(X)	100.0	14.4	34.0	16.0	16.1	19.4
Column percent	(X)	14.0	10.4	12.9	13.2	17.8	19.0
Public transportation (including taxicab)	46.2	1,280	145	275	120	170	575
Row percent	(X)	100.0	11.3	21.5	9.4	13.3	44.9
Column percent	(X)	2.3	1.3	1.3	1.3	2.4	7.2
Bicycle or walked	15.4	1,425	685	465	110	80	90
Row percent	(X)	100.0	48.1	32.6	7.7	5.6	6.3
Column percent	(X)	2.5	6.3	2.2	1.2	1.1	1.1
Motorcycle or other means	30.0	650	125	225	25	170	105
Row percent	(X)	100.0	19.2	34.6	3.8	26.2	16.2
Column percent	(X)	1.2	1.2	1.1	0.3	2.4	1.3

¹ See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
(X) Not applicable.
Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.



CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 1. Profile of Selected 1990 and 2000 Characteristics

Geographic Area: Salem County, New Jersey

Subject	1990 Census		Census 2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
POPULATION						
Total population	65,294	100.0	64,285	100.0	-1,009	-1.5
In households	63,739	97.6	63,067	98.1	-672	-1.1
In group quarters	1,555	2.4	1,218	1.9	-337	-21.7
HOUSEHOLD SIZE						
Total households	23,830	100.0	24,316	100.0	486	2.0
1-person household	5,211	21.9	5,900	24.3	689	13.2
2-person household	7,515	31.5	8,015	33.0	500	6.7
3-person household	4,446	18.7	4,114	16.9	-332	-7.5
4-person household	4,014	16.8	3,718	15.3	-296	-7.4
5-or-more-person household	2,644	11.1	2,569	10.6	-75	-2.8
Mean number of persons per household	2.67	(X)	2.59	(X)	-0.08	(X)
VEHICLES AVAILABLE¹						
Total households	23,830	100.0	24,316	100.0	486	2.0
No vehicle available	2,159	9.1	2,271	9.3	112	5.2
1 vehicle available	7,996	33.6	8,057	33.1	61	0.8
2 vehicles available	9,904	41.6	9,714	39.9	-190	-1.9
3 vehicles available	2,901	12.2	3,142	12.9	241	8.3
4 vehicles available	636	2.7	849	3.5	213	33.5
5 or more vehicles available	234	1.0	283	1.2	49	20.9
Mean vehicles per household	1.69	(X)	1.72	(X)	0.02	(X)
WORKERS BY SEX¹						
Workers 16 years and over	29,320	100.0	28,750	100.0	-570	-1.9
Male	16,164	55.1	15,330	53.3	-834	-5.2
Female	13,156	44.9	13,420	46.7	264	2.0
MEANS OF TRANSPORTATION TO WORK						
Workers 16 years and over	29,320	100.0	28,748	100.0	-572	-2.0
Drove alone	22,923	78.2	24,089	83.8	1,166	5.1
Carpooled	4,201	14.3	2,712	9.4	-1,489	-35.4
Public transportation (including taxicab)	387	1.3	346	1.2	-41	-10.6
Bicycle or walked	913	3.1	669	2.3	-244	-26.7
Motorcycle or other means	282	1.0	292	1.0	10	3.5
Worked at home	614	2.1	640	2.2	26	4.2
TRAVEL TIME TO WORK						
Workers who did not work at home	28,706	100.0	28,108	100.0	-598	-2.1
Less than 5 minutes	1,262	4.4	1,402	5.0	140	11.1
5 to 9 minutes	4,056	14.1	3,287	11.7	-769	-19.0
10 to 14 minutes	4,359	15.2	4,004	14.2	-355	-8.1
15 to 19 minutes	4,682	16.3	4,203	15.0	-479	-10.2
20 to 29 minutes	6,331	22.1	6,197	22.0	-134	-2.1
30 to 44 minutes	5,125	17.9	5,111	18.2	-14	-0.3
45 or more minutes	2,891	10.1	3,904	13.9	1,013	35.0
Mean travel time to work (minutes)	21.0	(X)	24.6	(X)	3.6	(X)
TIME LEAVING HOME TO GO TO WORK						
Workers who did not work at home	28,706	100.0	28,108	100.0	-598	-2.1
5:00 a.m. to 6:59 a.m.	8,382	29.2	8,679	30.9	297	3.5
7:00 a.m. to 7:59 a.m.	9,475	33.0	7,767	27.6	-1,708	-18.0
8:00 a.m. to 8:59 a.m.	4,701	16.4	4,381	15.6	-320	-6.8
9:00 a.m. to 9:59 a.m.	977	3.4	1,231	4.4	254	26.0
10:00 a.m. to 11:59 a.m.	579	2.0	723	2.6	144	24.9
12:00 p.m. to 11:59 p.m.	3,987	13.9	4,158	14.8	171	4.3
12:00 a.m. to 4:59 a.m.	605	2.1	1,169	4.2	564	93.2

1 See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
 (X) Not applicable.
 Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)



Table 2. Profile of Selected 2000 Characteristics

Geographic Area: Salem County, New Jersey

Subject	Census 2000	
	Number	Percent
POPULATION BY AGE		
Total population	64,285	100.0
Under 16 years	14,401	22.4
16 to 20 years	4,348	6.8
21 to 24 years	2,747	4.3
25 to 44 years	17,911	27.9
45 to 64 years	15,600	24.3
65 years and over	9,278	14.4
Mean age (years)	37.6	(X)
HOUSEHOLD INCOME IN 1999¹		
Total households	24,316	100.0
Less than \$15,000	3,271	13.5
\$15,000 to 19,999	1,506	6.2
\$20,000 to 24,999	1,381	5.7
\$25,000 to 49,999	6,969	28.7
\$50,000 to 74,999	5,399	22.2
\$75,000 to 99,999	3,196	13.1
\$100,000 or more	2,594	10.7
Mean household income (dollars)	54,293	(X)
Median household income (dollars)	45,573	(X)

Household Size by Vehicles Available¹

Household Size	Mean vehicles per household	Vehicles available					
		Total households	No vehicle	1 vehicle	2 vehicles	3 vehicles	4 or more vehicles
Total households	1.72	24,315	2,270	8,055	9,715	3,140	1,130
Row percent	(X)	100.0	9.3	33.1	40.0	12.9	4.6
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
1-person household	0.93	5,900	1,230	3,950	640	55	25
Row percent	(X)	100.0	20.8	66.9	10.8	0.9	0.4
Column percent	(X)	24.3	54.2	49.0	6.6	1.8	2.2
2-person household	1.71	8,015	475	2,290	4,410	760	80
Row percent	(X)	100.0	5.9	28.6	55.0	9.5	1.0
Column percent	(X)	33.0	20.9	28.4	45.4	24.2	7.1
3-person household	2.08	4,115	220	845	1,755	1,055	240
Row percent	(X)	100.0	5.3	20.5	42.6	25.6	5.8
Column percent	(X)	16.9	9.7	10.5	18.1	33.6	21.2
4-or-more-person household	2.23	6,285	350	970	2,910	1,270	790
Row percent	(X)	100.0	5.6	15.4	46.3	20.2	12.6
Column percent	(X)	25.8	15.4	12.0	30.0	40.4	69.9

Means of Transportation to Work by Travel Time to Work¹

Means of Transportation	Mean travel time to work (minutes)	Travel time to work					
		Workers who did not work at home	Less than 10 minutes	10 to 19 minutes	20 to 29 minutes	30 to 44 minutes	45 or more minutes
Workers who did not work at home	24.6	28,110	4,690	8,205	6,195	5,110	3,905
Row percent	(X)	100.0	16.7	29.2	22.0	18.2	13.9
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
Drove alone	24.4	24,090	3,765	7,090	5,550	4,475	3,205
Row percent	(X)	100.0	15.6	29.4	23.0	18.6	13.3
Column percent	(X)	85.7	80.3	86.4	89.6	87.6	82.1
Carpooled	25.6	2,710	440	815	505	465	480
Row percent	(X)	100.0	16.2	30.1	18.6	17.2	17.7
Column percent	(X)	9.6	9.4	9.9	8.2	9.1	12.3
Public transportation (including taxicab)	41.3	345	35	55	55	65	135
Row percent	(X)	100.0	10.1	15.9	15.9	18.8	39.1
Column percent	(X)	1.2	0.7	0.7	0.9	1.3	3.5
Bicycle or walked	14.6	670	395	165	30	25	50
Row percent	(X)	100.0	59.0	24.6	4.5	3.7	7.5
Column percent	(X)	2.4	8.4	2.0	0.5	0.5	1.3
Motorcycle or other means	31.2	290	55	80	50	75	35
Row percent	(X)	100.0	19.0	27.6	17.2	25.9	12.1
Column percent	(X)	1.0	1.2	1.0	0.8	1.5	0.9

¹ See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
(X) Not applicable.
Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.