



YORK COUNTY PLANNING COMMISSION

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York County Pennsylvania

Coordinated Public Transit-Human Service Transportation Plan

Prepared by:
Coordinated Transportation Steering Committee

Facilitated by:
York County Planning Commission
rabbittransit-York County Transportation Authority

Approved By:
York Area Metropolitan Planning Organization
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York County Pennsylvania Coordinated Public Transit-Human Service Transportation Plan

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU) signed into law on August 10, 2005 requires that a coordinated plan for transit be developed for each region. A coordinated public transit-human service transportation plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provides strategies for meeting those local needs and prioritizes transportation services for funding and implementation.

A diverse group of stakeholders were invited to assist with the following:

- Conduct an assessment of available services (public, private and nonprofit).
- Identify transportation needs for individuals with disabilities, older adults and people with low incomes.
- Develop strategies and/or activities to address the identified gaps and achieve efficiencies, where possible, in service delivery.
- Identify priorities for implementing the strategy/activities based on resources, time and feasibility for implementation.

The group of stakeholders will serve as a steering committee, on behalf of the York Area Metropolitan Planning Organization (YAMPO) to specifically deal with issues related to transit and human services transportation coordination. The committee will meet on an as needed basis to identify needs, develop strategy and assist with program implementation.

Strategies and Activities derived from this plan may afford the opportunity to be funded through the Section 5310, Job Access and Reverse Commute (JARC), and New Freedoms programs.



TASK #1

Assessment of the available services identified by current public, private and nonprofit human service and transportation providers.

PUBLIC

- rabbittransit (York County Transportation Authority)
 - Fixed route, Paratransit, Intercity bus, Mileage reimbursement
- Capital Area Transit
 - Fixed route service in northern York County, Fixed route services for Harrisburg Metro area via connection with rabbitEXPRESS.
- Red Rose Transit Authority
 - Fixed Route Service to Lancaster County via transit connection in Columbia Borough provides access to AMTRAK.
- Adams County Transit Authority
 - Coordinated paratransit service along county line and shared out of county service.

PRIVATE

- Inter-city Bus Providers: Capitol Trailways and Greyhound
 - (connection to CAT, COLT)
- Taxi Cab Companies; American Cab (York), Black Diamond Cab (Harrisburg)
- Paratransit Companies: MST (Mobility Services Transport), Ace Transportation and Ambulance companies
- Rental Companies: Autos and Vans
- Charter providers

NON-PROFIT

- YMCA
- Churches
- Long Term Care/Assisted Living, Group Home Facilities
 - Recreation
 - Medical
- County Human Services: Mental Health/Mental Retardation, Children and Youth Services.
- Headstart
- UDS (United Disability Services)
- Ambulances
- Hospitals/Medical Facilities
- Sheltered Work Shops: Penn-Mar, Bell, Shadowfax



TASK # 2

Assessment of transportation needs for individuals of:

- Disabilities
- Older Adults
- People with Low Incomes

PERSONS WITH DISABILITIES

- Coordination must take into account the specific needs of Long Term Care, Assisted Living, and Group Home's needs. Many of these organizations have specific plans to address transportation, needs that far surpass those that public transit can provide.
- Greater Flexibility. This includes public transit service expansion of both hours of service and locations served. Many of the locations, such as employment centers, recreational location and faith-based facilities, can not be reached or are not convenient by the current transit service. Additional evening, weekend and holiday service is needed.
- Strict Adherence to ADA Requirements (stop announcements).
- There is a lack of knowledge or understanding of the current transportation services that are available. Better information and assistance is needed.

LOW INCOME INDIVIDUALS

- Expansion of service. This includes public transit service expansion of both hours of service and locations served. Many of the locations, such as employment centers and child care facilities, can not be reached or are not convenient by the current transit service. Additional evening, weekend and holiday service is also needed.
- Affordable paratransit service or specialized work shuttles. There are a few isolated pockets, geographical and work shifts, which can not be serviced by the current fixed route service.
- There is a lack of knowledge or understanding of transportation services that are currently available, such as mode choice and tax incentive programs. Better information and assistance is needed.
- Greater employer involvement. Seek business support for transit service subsidy.



OLDER ADULTS

- Coordination must take into account the specific needs of Long Term Care, Assisted Living, and Group Home's needs. Many of these organizations have specific plans to address transportation, needs that far surpass those that public transit can provide.
- Expanded Paratransit Service and Fixed Route Service. This includes both hours of service and locations served. Many of the locations, such as recreational locations and faith-based facilities, can not be reached or are not convenient by the current transit service. Additional evening, weekend and holiday service is needed. It was also noted that there is a perceived capacity issue during peak travel times for paratransit service.
- Physical Needs and Issues. Our society is more mobile than ever and as seniors age, their desire to continue to be active is high. Although the desire is high, many have physical health issues that prevent or significantly impact their ability to be mobile. Additionally, many live alone with little or no support network. Attention in these areas is needed.



TASK # 3

Identify strategies and/or activities to:

- Address the identified gaps
- Achieve efficiencies in service delivery

- Create intermodal mobility “one stop shop.” The single source mobility center would be able to direct individuals to the proper service to meet their needs. Additionally, this method would be able to maximize service by coordinating connectivity between services. The option could also facilitate “cross-training” of staff from all the region’s transportation providers. Considerations should include coordinated/cooperative fare structures and connectivity between public agencies.
- Develop Job Access Services. York needs to consider additional express type service. Employment growth in the Harrisburg and Hunt Valley areas could benefit local unemployed or individuals seeking advancement. Specialized work shuttles and vanpools to large employers and industrial parks are also needed.
- Removing mobility barriers. Expanded fixed route service and paratransit service should be considered, especially on evenings and weekends. Pilot projects should be considered to determine usage for barrier removal.
- Utilization of technology. Utilization of an automated call reminder system for seniors and persons with disabilities would be helpful. Other technology providing real time passenger information and on-line trip planning would make the service more attractive to potential riders.

Noted Concern: The level of pay for drivers, especially paratransit, should be evaluated with similar type jobs in the marketplace to ensure the positions remain competitive; additional consideration needs to be give with the recent changes in minimum wage.



TASK # 4

Identify priorities for implementation based on time, resources and feasibility for implementing the specific strategies and activities identified.

Priorities

- 1) Capital equipment support – it is important that funding support existing services. Priority number one is to use Section 5310 funding to continue to support services in York County that meets the funding requirements.
- 2) “One stop shop”- creating an inter-modal mobility office to increase connectivity between services. Training individuals within all connecting transit systems and transportation suppliers to cross promote services and assist clients with putting trips together using a variety of mobility options.
- 3) Education Need (Awareness Campaign) – This will tie into the “one stop shop” concept. Develop informational piece to market regional information services and provide ongoing outreach.
- 4) Service Expansion –
 - Expansion of existing fixed route and paratransit services. A strategic plan to target specific area as a pilot program for both types of public service. The focus would include evening, weekend and peak capacity service.
 - Implementation of additional commuter services, including both express bus and vanpool services.
- 5) Coordination Pilot Program- A coordination initiative in which a bank of vehicles exists to be utilized by a defined number of collaborating organizations. The group could define the transportation program to ensure it meets the needs of individual member organizations, while achieving the goals set for coordination.



5310 Selection Process

Identify a process to prioritize Section 5310 grant applications for York County.

Section 5310 Procedure

Step 1: Applications received will be divided into two groups:

Group A: Applications from public organizations and non-profits who are proposing providing service to two or more qualified organizations will be placed in group A.

Group B: Applications from non-profits serving one organization will be placed in group B.

Step 2: Each group of applications will be scored by the Coordinated Transportation Steering Committee. Score sheet, found in Attachment A, will be tallied.

Step 3: Results will be forwarded to the MPO Coordinating Committee for review and concurrence.

Step 4: The MPO will forward scored applications to PennDOT for final review and possible funding.



York Area Metropolitan Planning Organization
Section 5310 Application Review Score Sheet

Applicant: _____

Reviewed: _____

	Score
1) Applicant Group	
A. Applications from public organizations and non-profits who is proposing providing service to two or more qualified organization - Group A, 25 points	
B. Applications from residential non-profits serving one organization- Group B, 5 Points	
C. Applications from non-profits serving one organization - Group B, No Points	_____
2) Request Justification	
The justification of the number of vehicles and equipment requested that would provide the proposed service. Point Range: 20 – 25.	_____
3) Satisfactory Control	
The organization's financial and operational ability to sustain the transportation service. Point Range: 20 - 25	_____
4) Quality of Application	
The accuracy and completeness of the application. Point Range 15 - 20	_____
Total Score	_____



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