

Coordinated
Public Transit-Human Services
Transportation Plan
for Erie County

**Approved by the Erie MPO Coordinating Committee
July 18, 2007**

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I. Introduction

In August of 2005, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC) (Section 5316), and New Freedom Initiative (Section 5317) grant programs must meet certain requirements in order to receive funding for Fiscal Year 2007 (beginning 10/01/06) and beyond.

One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a "locally developed coordinated public transit-human services transportation plan." This plan is required to be developed through a process that includes representatives of public, private and non-profit transportation services, human services providers and the general public.

The Erie Metropolitan Transit Authority (EMTA) has taken the lead for developing this plan for Erie County. Also participating in this plan was the Transportation Council for the Elderly and Disabled of Erie County.

The duration of this Plan is expected to be five years. The overall Erie Metropolitan Planning Organization 2030 Transportation Plan is anticipated to be adopted by May, 2007. Appropriate documentation herein will be incorporated into the Transportation Plan. Any project deemed consistent with this Plan should be processed in accordance with the corresponding application procedures without the need for any Plan revision. The Plan will only be modified if a justified need is established. As appropriate, projects will be included in the Erie County Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP).

This plan has been adopted in accordance with the Erie County MPO's regular process including review by the Erie County MPO Technical and Coordinating Committees which meet quarterly.

II. The Federal Transit Administration (FTA) Programs

As noted in the Introduction, SAFETEA-LU requires that projects from three of the Federal Transit Administration (FTA) programs must be part of this locally developed coordinated public transit-human services transportation plan. Provided below is background information regarding the three specified programs.

A. Elderly Individuals and Individuals with Disabilities (Section 5310)

The Section 5310 program was established in 1975 as a discretionary capital assistance program. In cases where public transit was inadequate or inappropriate, the program awarded grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities. FTA (then the Urban Mass Transportation Administration, UMTA) apportioned the funds among the States by formula for distribution to local agencies, a practice made a statutory requirement by the Intermodal Surface Transportation Efficiency Act (ISTEA). In the early years of the program, many of the subrecipient non-profit agencies used the vehicles primarily for transportation of their own clients. Funding for the Section 16(b)(2) program, as it was then known, ranged between \$20-35 million annually until the passage of ISTEA in 1992, when it increased to the \$50-60 million range. ISTEA also introduced the eligibility of public agencies under limited circumstances to facilitate and encourage the coordination of human service transportation. Increasingly, FTA guidance encouraged and required coordination of the program with other Federal human service transportation programs. In lieu of purchasing vehicles, acquisition of service in order to promote use of private sector providers and

coordination with other human service agencies and public transit providers was made an eligible expense under ISTEA. Other provisions of ISTEA introduced the ability to transfer flexible funds to the program from certain highway programs and the flexibility to transfer funds from the Section 5310 program to the rural and urban formula programs.

The goal of the Section 5310 program is to improve mobility for elderly individuals and individuals with disabilities throughout the country. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of elderly individuals and individuals with disabilities in all areas - urbanized, small urban, and rural. The program requires coordination with other federally assisted programs and services in order to make the most efficient use of Federal resources.

A local subrecipient may be a private non-profit organization, if the public transportation service provided is unavailable, insufficient, or inappropriate; or a governmental authority that is approved by the State to coordinate services for elderly individuals and individuals with disabilities or certifies that there are not any non-profit organizations readily available in the area to provide the services.

Funds for the Section 5310 program are available for capital expenses as defined in Section 5302(a)(1) to support the provision of transportation services to meet the special needs of elderly persons and persons with disabilities.

B. Job Access and Reverse Commute (JARC) (Section 5316)

The Job Access and Reverse Commute (JARC) program has had a dramatic impact on the lives of thousands of welfare recipients and low-income families, helping individuals successfully transition from welfare to work and reach needed employment support services such as childcare and job training activities. JARC was established as part of the Transportation Equity Act for the 21st Century (TEA-21), passed in 1998, to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to get and keep jobs. With many new entry-level jobs located in suburban areas, low-income and/or welfare recipients have found it difficult to access these jobs from their inner city, urban and rural neighborhoods on a daily basis. Further, many entry-level jobs require working late at night or on weekends when conventional transit services in many communities are either reduced or non-existent. Finally, many employment-related trips are complex for low-income persons, often involving multiple destinations, including reaching childcare facilities and other services as part of the work trip.

Section 3037 of TEA-21 required that JARC project selection be made through a national competition based on statutorily specified criteria. FTA conducted competitions and selected projects for funding appropriated in FY 1999-2002. However, beginning in FY 2000, Congress also began designating specific projects and recipients to receive JARC funding in the conference reports accompanying the annual appropriations acts, and directed FTA to honor those designations with statutory language specifying that "notwithstanding any other provision of law, projects and activities designated [in the conference reports] shall be eligible for funding." Each year, more projects were Congressionally designated until finally all JARC project funding was allocated to Congressionally designated projects and recipients. Although SAFETEA-LU repealed Section 3037 of TEA-21 and substituted the new provisions of 49 U.S.C. 5316, those projects designated by Congress under Section 3037 and not yet obligated remain available to the project for obligation under the terms and conditions of Section 3037.

As required under TEA-21, FTA and the Government Accountability Office (GAO) undertook a number of special studies and evaluations intended to provide an overview of the program accomplishments and to identify challenges the grant recipients faced. FTA required substantial

data reporting from grantees to support the evaluation of what was then considered a pilot program.

With the passage of SAFETEA-LU, JARC funding is allocated by formula to States for areas with populations below 200,000 persons, and to designated recipients for areas with populations of 200,000 persons and above. The formula is based on the number of eligible low-income and welfare recipients in urbanized and rural areas.

The formula-based program is intended to provide an equitable funding distribution to States and communities as well as stable and reliable funding in order to implement locally developed, coordinated public transit-human services transportation plans. FTA continues to provide maximum flexibility to communities in designing plans and projects to meet the transportation needs of low-income individuals and welfare recipients.

The goal of the JARC program is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals throughout the country. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals in all areas urbanized, small urban, and rural. The program requires coordination of federally assistance programs and services in order to make the most efficient use of Federal resources.

In non-urbanized areas or small urban areas under 200,000 in population, the designated recipient is the State agency designated by the chief executive officer of a State to receive and apportion amounts under JARC that are attributable to the State for small urbanized and non-urbanized areas.

A subrecipient may be a local government authority, non-profit organization, or operator of public transportation services that receives a grant under JARC indirectly through a recipient.

Funds are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment.

C. New Freedom Program (Section 5317)

The New Freedom Program is a new program authorized in SAFETEA-LU to support new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990.

The New Freedom Program grew out of the New Freedom Initiative introduced by the Administration under Executive Order 13217, "Community-Based Alternatives for Individuals with Disabilities," on June 18, 2001. The Order states: "The United States is committed to community-based alternatives for individuals with disabilities and recognizes that such services advance the best interests of the United States" and calls upon the Federal government to assist States and localities to swiftly implement the decision of the United States Supreme Court in *Olmstead v. L.C.*

Executive Order 13217 directed six Federal agencies, including the Departments of Justice, Health and Human Services, Education, Labor, Housing and Urban Development and the Social Security Administration to "evaluate the policies, programs, statutes and regulations of their respective agencies to determine whether any should be revised or modified to improve the availability of community-based services for qualified individuals with disabilities." The

Departments of Transportation and Veterans Affairs, the Small Business Administration, and the Office of Personnel Management, though not named in the Executive Order, also joined in the implementation effort. Together, these agencies formed the Interagency Council on Community Living under the leadership of the U.S. Department of Health and Human Services.

Individuals who are transportation-disadvantaged face different challenges in accessing services depending on whether they live in urban, rural, or suburban areas. The geographic dispersion of transportation-disadvantaged populations also creates challenges for human service programs hoping to deliver transportation for their passengers.

Over the years, in response to these challenges, Federal, State and local governments, and community-based organizations created specialized programs to meet particular transportation needs. At the Federal level alone, there are at least 62 separate programs, administered by eight Federal departments, and even more agencies, that provide special transportation services to individuals with disabilities, older adults, and people with low incomes. Most of these are human service programs that fund limited transportation services to provide eligible participants with access to particular services, such as job training, health care, senior centers, or rehabilitation programs.

The President has included funds for the New Freedom program in the annual budget request to Congress since FY 2003; however, it was not until the enactment of SAFETEA-LU that funding was authorized by Congress. Funding was first appropriated for the transportation provision in FY 2006. The New Freedom program is intended to fill the gaps between human service and public transportation services previously available and to facilitate the integration of individuals with disabilities into the workforce and full participation in the community.

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60% of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to expand the transportation mobility options available to persons with disabilities beyond the requirements of the Americans with Disabilities Act of 1990.

In non-urbanized areas or small urban areas under 200,000 in population, the designated recipient is the State agency designated by the chief executive officer of a State to receive and apportion amounts under New Freedom that are attributable to the State for small urbanized and non-urbanized areas.

A subrecipient may be a local governmental authority, non-profit organization, or operator of public transportation services that receives a grant under the New Freedom program indirectly through a recipient.

New Freedom program funds are available for capital and operating expenses that support new public transportation services beyond those required by the ADA and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services.

III. Study Area

The study area for this plan is Erie County in Pennsylvania. As part of the plan development process, an effort was undertaken to identify any concentrations of the targeted population groups which relate to the specified FTA programs. In brief, these groups are as follows:

- . • Section 5310 - elderly individuals and individuals with disabilities
- . • Section 5316 - welfare recipients and low-income individuals
- . • Section 5317 - individuals with disabilities

In consideration of the resources available to prepare this plan, a decision was made to utilize readily available census data for the year 2000 as a means to identify any concentrations of the targeted groups. The relevant data is as follows:

- population
- population 18 years and younger
- occupied housing units with no auto available
- disabled population
- population 65 and older
- median household income
- low income households
- employment/labor force

While the data does not specifically match the criteria applied to the appropriate FTA programs, in terms of program eligibility and fund distribution formulas, the data selected is consistent with the intent of identifying targeted population groups that are typically associated with mobility problems.

- below poverty level
- population 65 and over
- minority population
- no auto available
- physical and mental disabilities

The basic data utilized for the analysis is shown in Table 1.

The 2000 U.S. Census population of the EMTA service area (Erie County) was 280,843. This represents a 1.9 percent increase from the 1990 population of 275,572. According to the Erie County Department of Planning, the population of Erie County is expected to increase to 288,541 persons in 2010 and to 292,252 persons in 2020 which would represent a 4.1 percent increase over a twenty year period. Table 1 provides the population at a census tract level for each of the tracts in the service area. The table indicates that population by tract ranges from a high of 6,950 people in tract 122.02 (Edinboro Borough) to a low of 928 in tract 115.08 (central Erie County).

As shown in Figure 2, the census tracts with the highest population densities were located in the Erie City (CT's 7,8,14, 17, and 109). These areas had population densities ranging between 9,878 and 13,505 persons per square mile. Other communities in the service area with relatively high population densities include the municipalities of Albion Borough, Edinboro Borough, and North East Borough, and portions of Millcreek Township. The population densities in these communities range between 2,500 and 6,193 persons per square mile. It is important to note that some population density figures are higher than a census tract's actual population. This is due to the fact that many tracts are smaller than one square mile. Although the population density figure does not represent the number of people living in the tract, it provides a valuable indicator of the character of the residential development in the tract.

**Figure 1
Census Tracts**

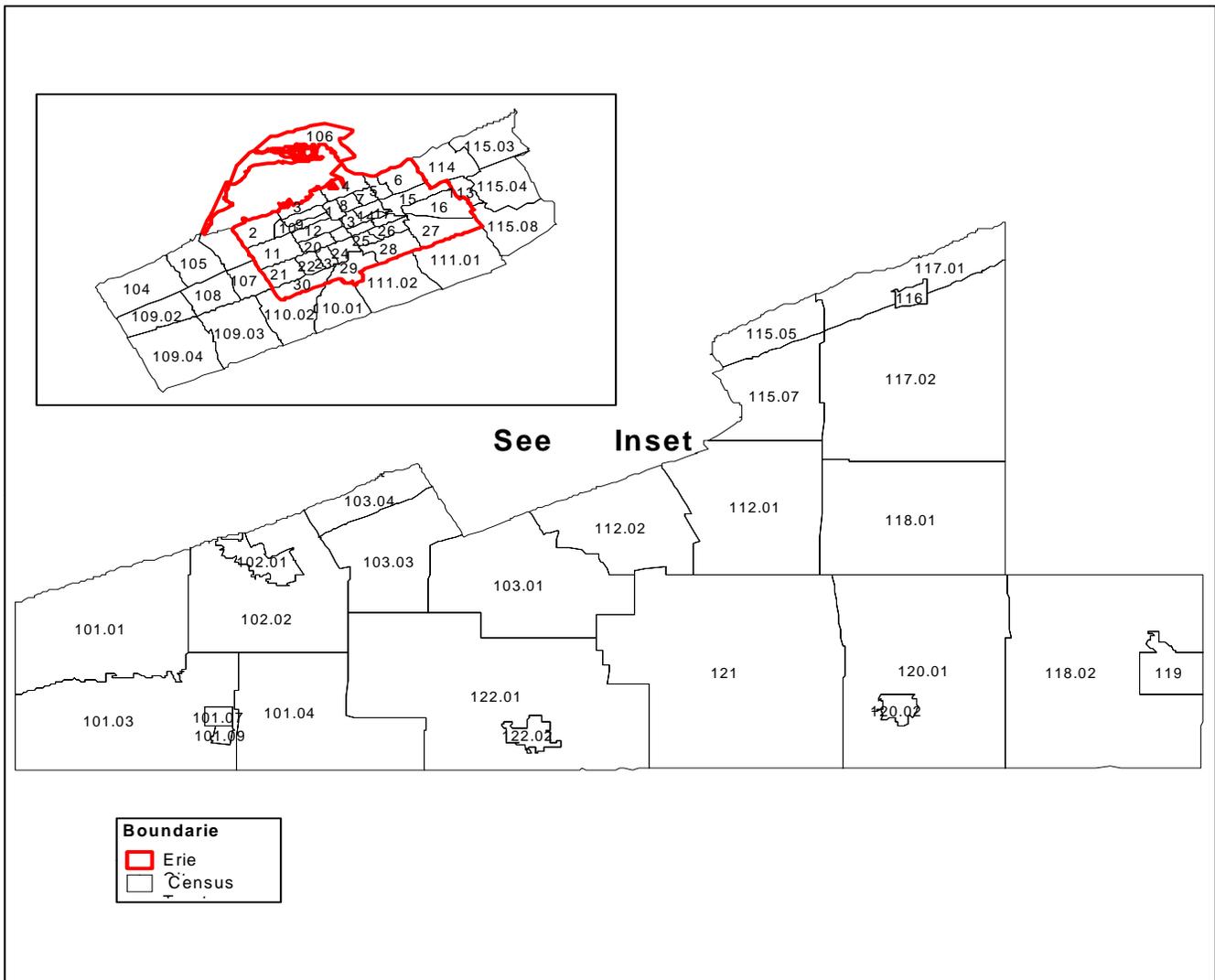


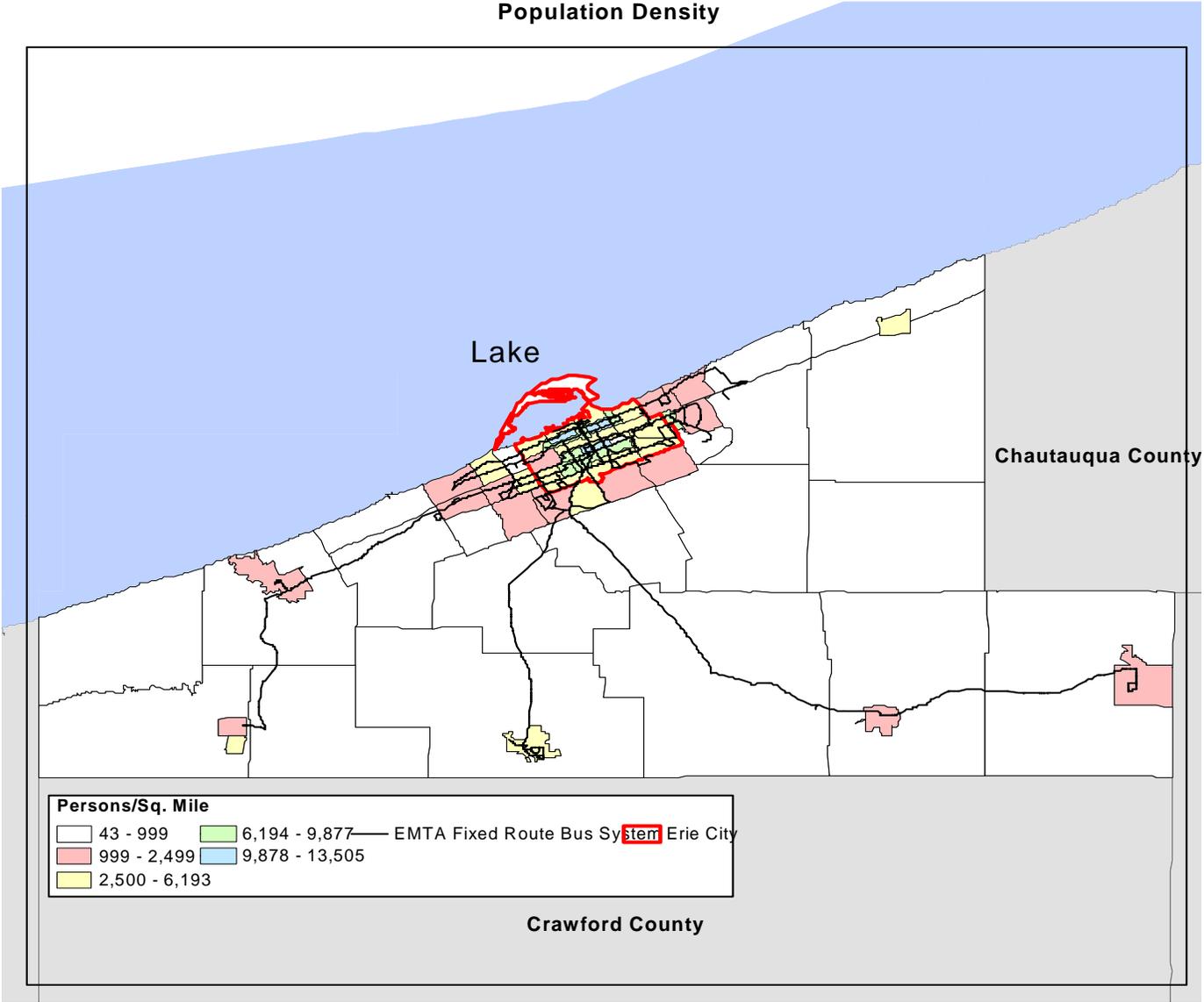
Table 1
1990 - 2000 Population by Census Tract

Census Tract	Census Tract Location	2000 Population	1990 Population	Net Change	Percent Change
1	City of Erie	2,481	1,595	886	55.5
2	City of Erie	4,133	4,110	23	0.5
3	City of Erie	3,610	4,367	-757	-17.3
4	City of Erie	2,909	3,003	-94	-3.1
5	City of Erie	3,225	3,337	-112	-3.3
6	City of Erie	3,283	3,421	-138	-4.0
7	City of Erie	2,983	3,053	-70	-2.3
8	City of Erie	3,441	3,489	-48	-1.4
9	City of Erie	4,948	5,632	-684	-12.1
10	City of Erie	3,519	3,624	-105	-2.9
11	City of Erie	2,832	2,975	-143	-4.8
12	City of Erie	2,728	2,931	-203	-6.9
13	City of Erie	1,830	2,099	-269	-12.8
14	City of Erie	1,804	1,333	471	35.3
15	City of Erie	2,794	3,173	-379	-11.9
16	City of Erie	4,267	4,747	-480	-10.1
17	City of Erie	3,024	3,135	-111	-3.5
18	City of Erie	2,576	2,727	-151	-5.537
19	City of Erie	2,204	2,234	-30	-1.3
20	City of Erie	3,536	3,588	-52	-1.4
21	City of Erie	3,755	4,145	-390	-9.4
22	City of Erie	3,968	4,116	-148	-3.6
23	City of Erie	2,771	2,926	-155	-5.3
24	City of Erie	3,319	3,642	-323	-8.7
25	City of Erie	2,561	2,758	-197	-7.1

Table 1
1990 - 2000 Population by Census Tract (continued)

Census Tract	Census Tract Location	2000 Population	1990 Population	Net Change	Percent Change
26	City of Erie	4,389	4,528	-139	-3.1
27	City of Erie	6,854	7,583	-729	-9.6
28	City of Erie	6,810	6,773	37	0.5
29	City of Erie	2,916	3,185	-269	-8.4
30	City of Erie	4,218	4,458	-240	-5.4
101.01	Western Erie County	3,378	3,218	160	5.0
101.03	Western Erie County	2,010	1,282	728	56.8
101.04	Western Erie County	2,400	2,336	64	2.7
101.07	Cranesville Borough	1,607	1,023	584	57.1
101.09	Albion Borough	1,898	1,208	690	57.1
102.01	Western Erie County	5,975	5,400	575	10.6
102.02	Western Erie County	5,607	5,187	420	8.1
103.01	Central Erie County	5,008	4,929	79	1.6
103.03	Central Erie County	5,269	5,374	-105	-2.0
103.04	Central Erie County	4,871	4,453	418	9.4
104	Central Erie County	5,170	4,815	355	7.4
105	Central Erie County	4,760	4,923	-163	-3.3
106	City of Erie	1,547	1,784	-237	-13.3
107	Central Erie County	4,163	4,234	-71	-1.7
108	Central Erie County	3,700	4,068	-368	-9.0
109.02	Central Erie County	4,451	4,469	-18	-0.4
109.03	Central Erie County	6,237	3,983	2,254	56.6
109.04	Central Erie County	3,289	2,098	1,191	56.8
110.01	Central Erie County	6,753	6,986	-233	-3.3

Figure 2
Population Density



IV. Outreach Efforts

A. Identifying the Stakeholders

The stakeholders are represented on the existing Erie County Transportation Council for the Elderly and Disabled. The purpose of the Council is to collect and assess information and statistics concerning the transportation needs of the elderly and persons with disabilities of Erie County and to use the information to advise governmental agencies, transportation authorities, private companies and private agencies involved in the provision of transportation to elderly and persons with disabilities on the needs of these persons. The Council acts as an advisory committee in the preparation of or amendment to any plan of service delivery. The Council also establishes priorities according to the laws governing the provision of such services and determines which persons shall receive services based on needs and priorities.

A subcommittee of the Transportation Council is the Quality Assurance Committee. The QAC is responsible for reviewing transportation complaints and appeals and acts as an advisory committee for the Rural Transportation Program for Persons with Disabilities (PWD).

The participating agencies are:

AAA
Achievement Center
American Cancer Society
American National Red Cross
Benedictine Sisters
Bureau of Blindness & Visual Services
Care Givers
Community Resources for Independence
Community Services Program
Cystic Fibrosis Association
Dr. Gertrude A. Barber Center
Edinboro Foundation
Emergency Care
Erie Association of Retarded Citizen, Inc. (ARC, Inc.)
Erie Center for the Blind
Erie County Department of Planning
Erie County Health Department Human Development
Erie County Mental Retardation & Base Service Unit
Erie Independence House, Inc. & Residence Council
Erie Homes for Children & Adults
Erie Metropolitan Transit Authority
Erie Speech & Hearing Association
Erie Transportation Services
Greater Erie Community Action Committee
Hamot Mental Health Center
Hispanic Council
Independent Council on Aging
Iroquois Senior Citizen Center
JFK NATO Center
Lakeshore Community Services
L'Arche
Lutheran Home for the Aged
March of Dimes Foundation
MECA UPC
MHEDS
Millcreek Community Hospital
Mong, Don

Multiple Sclerosis Society
Muscular Dystrophy Association
Northwest Tri-County Intermediate Unit
Office for Students with Disabilities Office of Vocational Rehabilitation
Organization for Disability Awareness
Pennsylvania Protection and Advocacy, Inc.
Pleasant Ridge Manor
Safe Harbor Behavioral Health
Shriners Hospital for Crippled Children
Steady Strivers
Saint Vincent Health Center
Stairways
St. Mary's Home
St. Joseph Apartments
Senior Citizens Advocate
Twinbrook Nursing Home
Voices for Independence
Whole Person Home Health

B. Meetings

The Erie County Transportation Council for the Elderly and Disabled committee meets on a quarterly basis. The Quality Assurance committee meets monthly. Council meetings are also attended by individuals from the public and elected officials.

V. Assessment of Available Services

EMTA is the only Public Transit Authority in the County. This Authority operates a fleet of 70 fixed route buses and 60 shared-ride paratransit vehicles through the LIFT division. EMTA's current service assessment is as follows:

- **Employers** - The service availability standard calls for fixed route service to major employers, which is defined as employers with 300 or more employees at one location. All but two major employers are either served directly or are within walking distance from an EMTA bus route. The two unserved major employers are Spectrum Control in Fairview which employs approximately 600 people and Better Baked Foods in North East Borough which employs approximately 300 people. However, six additional major employers in Erie County are only served by county routes. The chart below provides the names and locations of these employers.

Employer	Location	Employee Estimate	EMTA Route
Spectrum Control	Fairview	600	Not Served
Better Baked Foods	North East	300	Not Served
Career Concepts Services	Girard	500	12
Carlisle Engineered Products	Lake City	500	12
Edinboro University	Edinboro	650	14
Erie County Plastics	Corry	425	13
Parker White Metal Company	Fairview	450	12
Port Erie Plastics	Harborcreek	300	11
Total Employment		3,725	-

The schedules and levels of service provided by the county routes that serve these employment sites do not allow passengers to travel to and from these destinations for work purposes. With the exception of Route 14 - Edinboro, county routes do not operate on each weekday. Also, while Route 14 - Edinboro operates Monday through Saturday, the trip times do not allow someone to travel to and from Edinboro University to work a traditional work schedule. Therefore, between the unserved and under-served employment sites in the county, EMTA users cannot access a total of 3,725 employment opportunities.

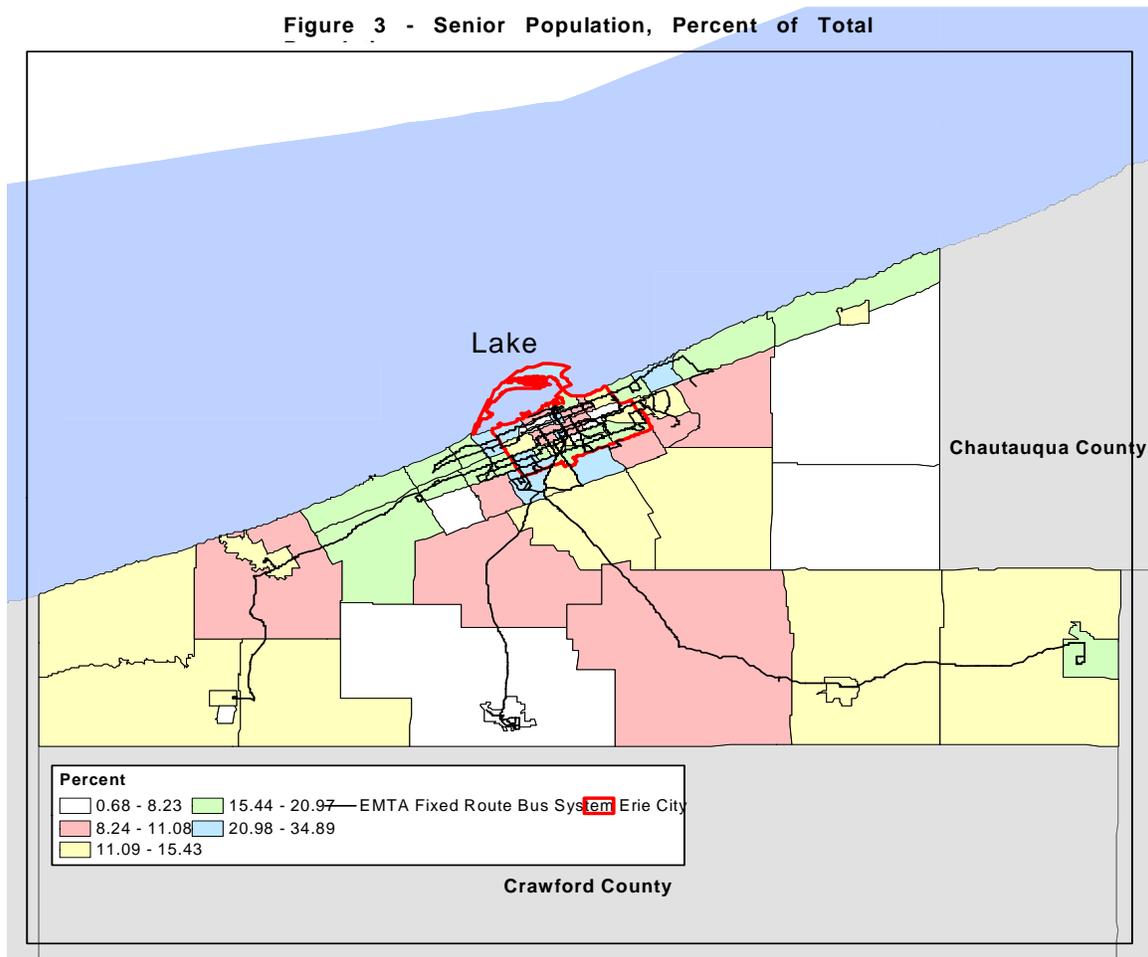
- **Shopping Centers/Malls** - There are 21 shopping centers in the service area that meet the service availability threshold of 100,000 square feet of leased retail space. All 21 are served by an EMTA fixed route.
- **Hospitals/Nursing and Senior Citizen Homes** - All nine of the hospitals with 100 beds or more in Erie County are served by EMTA fixed route bus service. Additionally, 19 of the 22 senior citizen homes with 100 beds or more also receive EMTA fixed route bus service. Two of these facilities are located near West Lake Road in Fairview and the third is in Northeast Borough.
- **Colleges/Universities** - The availability standard calls for EMTA fixed route service to post-secondary educational facilities with an enrollment of 1,000 students or more. EMTA serves three of the four such institutions in Erie County. The one institution which does not receive fixed route service is the Mercyhurst College North East campus. Also, EMTA connects the City of Erie with Edinboro University in Edinboro using Route 14 - Edinboro, a county route. Route 14 only provides two round trips per day. Therefore, access to the university from outside Edinboro Borough is limited.
- **Industrial/Business Parks** - Of the six industrial/business parks in the service area, three are served by an EMTA fixed route. The Bundy Industrial Park at Exit 29 off I-90 along Wattsburg Road in Millcreek Township is not served by any fixed route and the Corry Industrial Park on Sciota Street in the City of Corry is more than a 1/4 mile walk from EMTA's Route 13 - Corry. The Albion Cranestown Industrial Park along John Williams Avenue on the border of the two boroughs is more than a 1/4 mile walk from EMTA's Route 12 - Albion. If these parks were within walking distance of Route 13 - Corry and Route 12 - Albion, they could still not be considered served since these county routes do not operate on each weekday and therefore could not be used for work based transportation.

In addition to the fixed route and shared-ride service, EMTA currently provides Welfare-to-Work service for low income individuals to various employees throughout Erie County for all three work shifts. EMTA/LIFT also participates in the Persons With Disabilities (PwD) program which provides transportation to persons with disabilities who either live in or need transportation to the rural area.

VI. Assessment of Transportation Needs

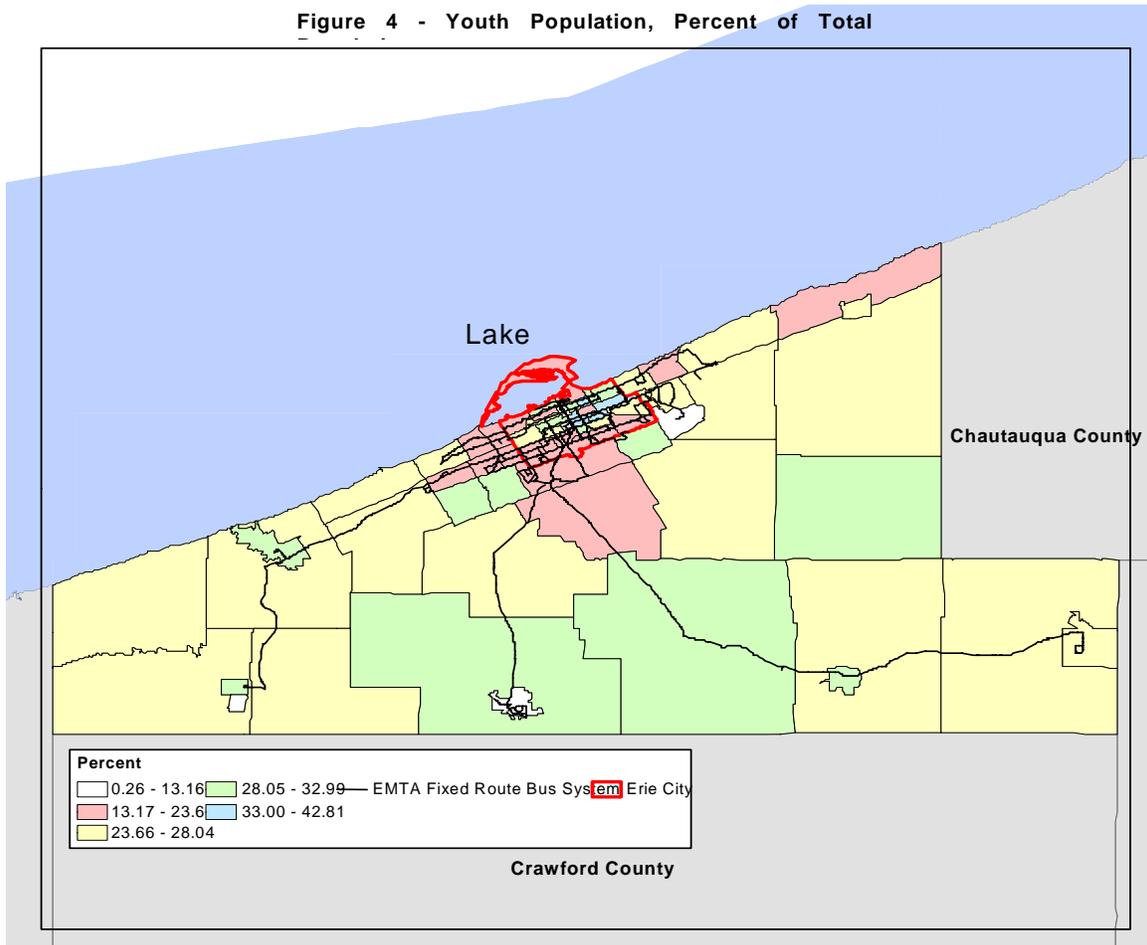
A. Demographic Assessment

Senior Citizen Population - There are 40,256 people age 65 and over in the service area. This represents 14.3 percent of the overall service area population. The senior population is spread fairly evenly throughout the service area. As shown in Figure 3, the largest concentrations of senior citizens are located in the City of Erie and surrounding communities. These areas have senior citizen populations of between 20.98 and 34.89 percent. Additionally, communities east and west of Erie City that are situated along the coast of Lake Erie, as well as the Corry City have senior citizen populations of between 15.44 and 20.97 percent. The areas with the lowest percentage of senior citizens are located in the Erie City, Millcreek Township, and in communities located in the eastern and southern portions of the service area. These areas have senior populations between 0.68 and 8.23 percent.



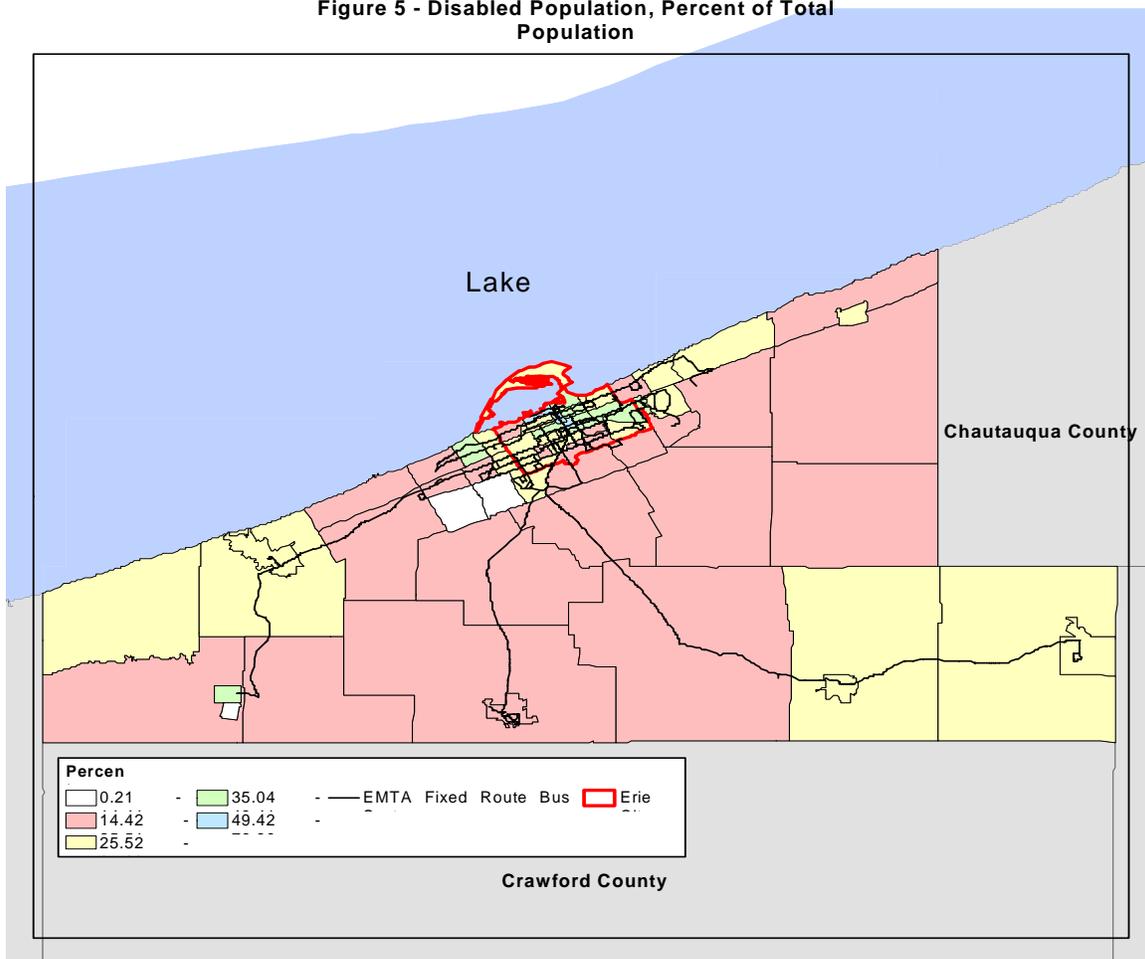
Youth Population - There are 70,338 persons in the service area under age eighteen. This represents 25.0 percent of the overall service area population. As shown in Figure 4, the census tracts with the highest percentage of people under 18 years old are located solely in Erie City (CT's 7, 13, and 15). These areas have youth populations of between 33 and 42.81 percent. The percentage of people less than 18 years of age is lowest in the municipalities of Albion Borough and Edinboro Borough, and in portions of Harborcreek Township. The youth population in these areas is between 0.26 and 13.16 percent. Figure 4 shows that in general, the youth population is equally distributed throughout the service area.

Figure 4 - Youth Population, Percent of Total



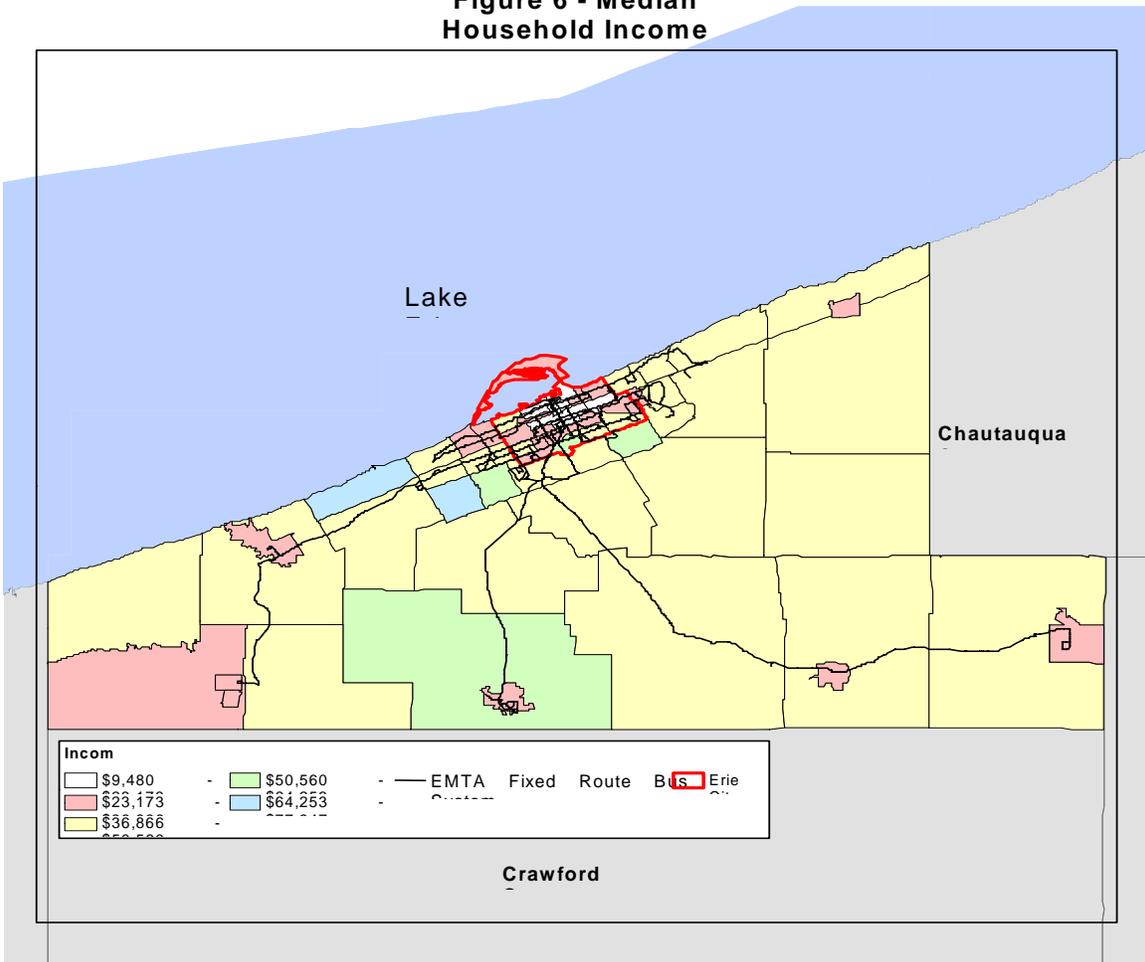
Mobility Status - Mobility status provides a measure of the number of non-institutionalized persons who have some type of impairment that limits their mobility. There are 79,856 persons in the service area that have some type of mobility limitation. This represents 28.4 percent of the overall service area population. As shown in Figure 5, the census tracts with the highest percentage of mobility impaired residents are located in Erie City (CT's 1, 3, and 13). These areas have mobility impaired populations of between 49.42 and 76.90 percent. Erie City is home to four medical centers and several senior citizen facilities. The census tracts with the lowest percentage of mobility impaired residents are located southwest of Erie City in Millcreek Township.

Figure 5 - Disabled Population, Percent of Total Population



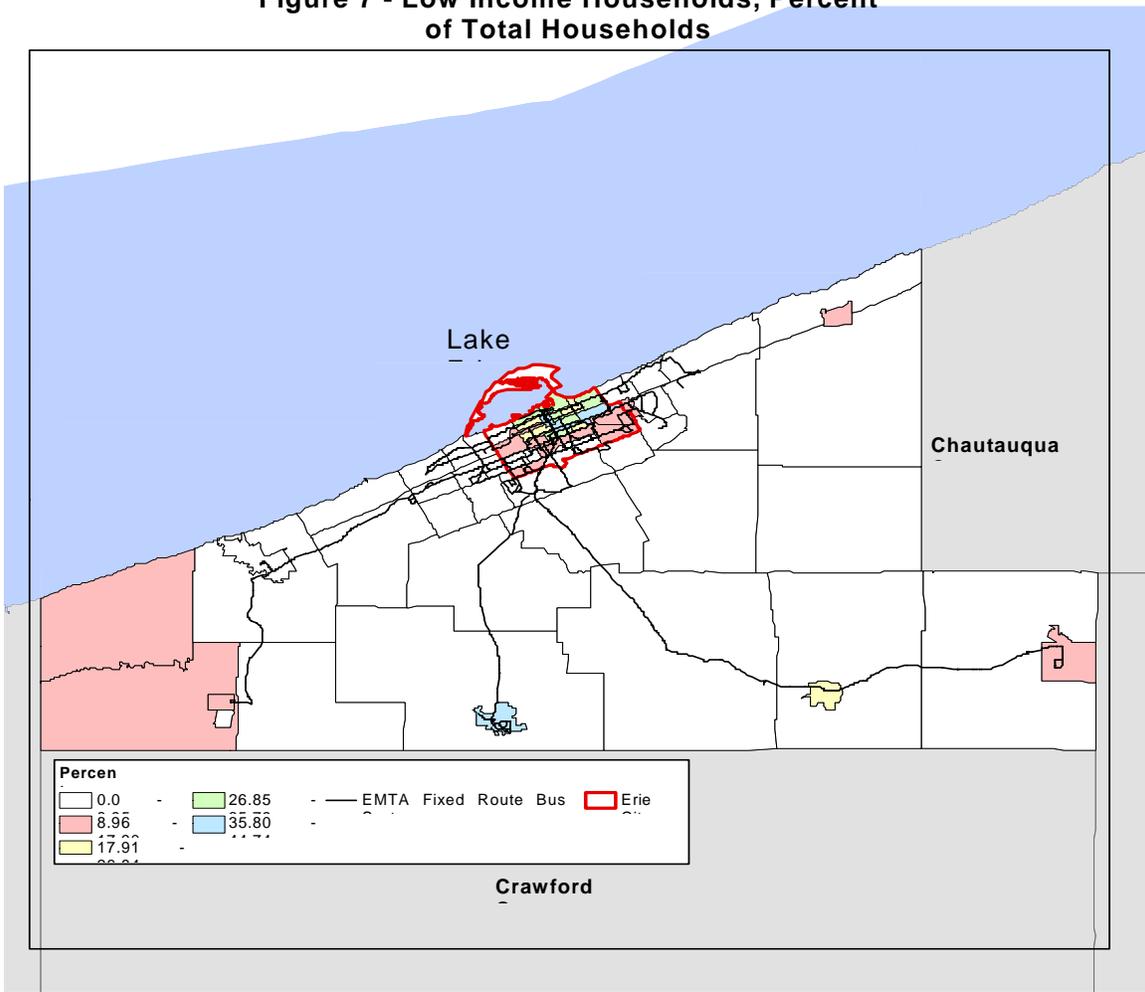
Household Income - The 2000 U.S. Census reported that the median household income for the service area was \$36,627, compared to the Commonwealth of Pennsylvania median household income of \$40,106. Figure 6 displays the income distribution of the census tracts in the service area. The figure shows the highest median incomes are located west of Erie City in Fairview Township and Millcreek Township, while the lowest median incomes are found in the central portion of Erie City.

Figure 6 - Median Household Income



There are 12,511 households in the service area living below the poverty level, which represents 11.7 percent of the overall number of households in the service area. Figure 7 shows that the tracts with the highest percentage of low income households are concentrated in Erie City (CT's 1, 13, and 15) and Edinboro Borough, where between 35.80 and 44.74 percent of the households are classified as living below the poverty level. It should be noted that this result for Edinboro Borough is a result of its college students being counted as part of the U.S. Census. Other municipalities with significant percentages of low income households include Corry City, North East Borough, Cranesville Borough, and Union City Borough.

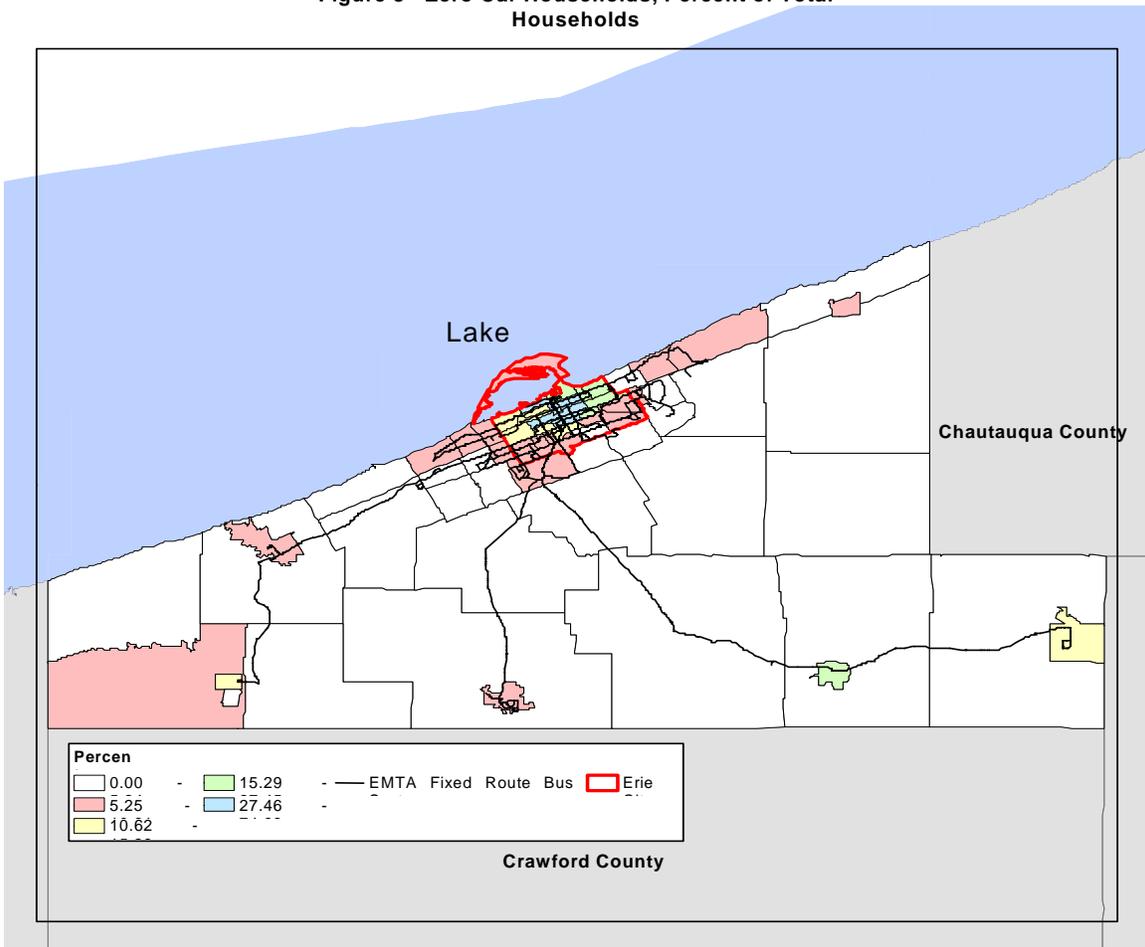
Figure 7 - Low Income Households, Percent of Total Households



Automobile Ownership - Automobile ownership is a key variable in transportation analysis since many persons who do not have access to a vehicle are more dependent on transportation services as a mobility option. The availability of automobiles is a good indication of how “captive” a household is to seeking public transportation. Households with no automobiles are most in need of transportation services for basic mobility. In this section household represents one occupied housing unit as measured by the 2000 U.S. Census. In the service area, 10.5 percent of all households have no vehicle available.

Figure 8 shows that the census tracts with the highest percentage of households with no vehicle available are located in the central portion of Erie City, which is an area with a high level of transit service. Other areas with relatively high percentages of zero car households include Cranesville Borough, Union City Borough, and Corry City. With the exception of Corry City, these places are also served by EMTA bus service.

Figure 8 - Zero Car Households, Percent of Total Households



VII. Strategies

A basic strategy of this plan is to maintain existing services provided to Section 5310 and 5316 recipients through vehicle replacement as program eligibility criteria are met.

Further, an up-to-date survey will be sent to multiple agencies within Erie County to assess any gaps or duplications of services. A copy of the sample survey is shown in Appendix A.

Meetings will be held, once the survey results are analyzed, to seek input from the general public.

VIII. Priorities

- Priority 1 -** Utilize Section 5310 and Section 5316 funds to maintain existing services and expand service as funds are available to major employers not currently served by EMTA fixed route service.
- Priority 2 -** Survey social service agencies, governmental stakeholders and daycare facilities to ascertain any gaps, deficiencies or duplication of services and thus coordinate more efficiently with other transportation providers.
- Priority 3 -** To market the availability of the work related transportation for low income individuals.
- Priority 4 -** As the New Freedom program potentially offers an opportunity to improve the mobility options of eligible ADA individuals, apply for Section 5317 funds for additional program eligible services.

6. Please describe your services or enclose a brochure about the services you provide?

7. Which of the following best describes your situation with regard to transportation services? (Please check one).

We offer transportation services.

We would like to offer transportation services in the future in some way.

[If you offer no transportation services now, please skip to Question #19.]

GENERAL CHARACTERISTICS OF TRANSPORTATION SERVICE

Questions 8 through 18 deal with transportation service you provide or purchase from someone else.

8. Do you provide transportation service in any of the following ways (check all that apply)?

We operate our own vehicles.

We contract with someone else who provides transportation service for us.

We purchase and provide public transit tickets and passes so our clients can ride public transit buses.

Some of our clients reach our services using public transit regular bus service.

Some of our clients reach our services using public paratransit transportation service (e.g. LIFT).

Some of our clients reach our services using other transportation services.

We provide no transportation services to our clients.

Other (please explain) _____

9. Which of the following describes the type of transportation service you offer (check all that apply);

Service that operates door to door and requires a schedule for each day of service

Service that operates door to door on a route that is revised periodically as required

Service that operates on a route and requires people to meet a vehicle at a fixed location for pickup

10. Please check each of the days of the week that you provide transportation services. On the right, indicate the hours during which service is available to your clients:

Day of the week:	<u>Hours of service availability each day:</u>
<input type="checkbox"/> Monday	_____
<input type="checkbox"/> Tuesday	_____
<input type="checkbox"/> Wednesday	_____
<input type="checkbox"/> Thursday	_____
<input type="checkbox"/> Friday	_____
<input type="checkbox"/> Saturday	_____
<input type="checkbox"/> Sunday	_____
<input type="checkbox"/> Holidays	_____

11. What are the eligibility requirements for people who use your transportation service?

12. What is the geographic area (counties, communities, etc.) that your transportation serves?

13. Do you limit the kinds of trips for which people can use your transportation service?

- No
- Yes (Please explain)

14. Please describe any special needs that passengers on your transportation service may have.

15. How do you provide vehicles, drivers, and maintenance? (Please check all that apply)

- We own our own vehicles
- We lease our vehicles
- We perform our own vehicle maintenance
- We contract out for maintenance service
- We have paid drivers
- We have volunteer drivers

16. How many vehicles do you have available for your transportation service? _____

How many of these vehicles do you operate in transportation service on an average day? _____

How many of your vehicles are of the following passenger capacities?

_____ # of vehicles that are 9 or fewer passengers	_____ # that are wheelchair lift-equipped
_____ # of vehicles that are 10 to 14 passengers	_____ # that are wheelchair lift-equipped
_____ # of vehicles that are 5 to 24 passengers	_____ # that are wheelchair lift-equipped
_____ # of vehicles that are 25 or more passengers	_____ # that are wheelchair lift-equipped

How many of your vehicles need to be replaced:

_____ Now
_____ Within the next year
_____ Within the next two years

17. On an average day of transportation service:
How many miles do your vehicles in total operate? _____
How many hours are your vehicles in total in service? _____
How many passengers in total do you transport? _____

18. For your most recent operating year (or 12-month period),

What were your total transportation expenditures? \$_____	<u>(Please Circle)</u>
How many total miles did your vehicles operate? _____	Estimate or actual
How many total passengers did you transport? _____	Estimate or actual

TRANSPORTATION NEEDS AND INTEREST IN COORDINATION

19. Please describe transportation needs, specific to your agency or community, that you feel are not being adequately met. Please be as specific as you can. (Please include any special needs or requirements your clients or passengers may have.)

20. Please describe other transportation needs in Erie County that you feel need to be addressed?

21. Please indicate below areas of your potential interest in becoming involved in improving transportation services through better coordination of the services and resources that are available today and can be available in the future (Please check all that may apply):

- Joining a network of agencies that coordinates transportation services to better meet travel needs
- Pooling of financial resources you budget for transportation services to better coordinate services
- Joint use, pooling, or sharing of vehicles among agencies
- Purchasing of vehicles cooperatively
- Centralized fueling of vehicles
- Centralized maintenance services for vehicles
- Centralized scheduling of your passenger trips with other agency trip scheduling
- Centralized operation of vehicles for your passenger trips and other agency trips
- Contracting to purchase transportation service rather than continuing to operate it
- Contracting to provide transportation service to other agencies needing service

22. Please provide us with other thoughts you have on how you may participate in efforts to improve transportation services in Erie County through coordination of services.