IMPROVING ACCESS *to* OPPORTUNITIES *in the* DELAWARE VALLEY REGION:

COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

IMPROVING ACCESS
to OPPORTUNITIES
in the DELAWARE VALLEY REGION:

COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty, and intercity agency that provides continuing, comprehensive, and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.

Our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey. The logo combines these elements to depict the areas served by DVRPC.

TABLE OF CONTENTS

APPENDICES

MAPS

TABLES

In response to the 1996 federal and state welfare reform and grant program initiatives, the Delaware Valley Regional Planning Commission (DVRPC) embarked on a multiyear program to assess its plan for transportation-related services and support activities in relation to welfare-to-work, access-to-jobs, and reverse commute initiatives. As a result of this "head start," particularly the availability of the draft Access to Jobs Regional Strategy, DVRPC and the bistate region of southeastern Pennsylvania and southern New Jersey were well-positioned to respond quickly and effectively to the FTA's 1998 program guidance announcing the Job Access and Reverse Commute Competitive Grant program (which was later changed to the Job Access and Reverse Commute (JARC) program.). This program, included in the Transportation Equity Act of the 21st Century (TEA-21), provided five years (FYs 1999-2003) of escalating funding for transportation services and supportive programs to facilitate job access and reverse commuting.

The region's initial plan, *Access to Opportunities in the Delaware Valley Region: Regional Job Access and Reverse Commute Transportation Plan*, was developed and accepted by the DVRPC Board in 1998, then refined, updated, and adopted in 1999, incorporating the first year of access to jobs initiatives that had occurred since the initial plan was completed. The initial and updated plan supported applicant selection and project consistency evaluations for FYs 1999 through 2003. In 2003, the FTA further refined the JARC program guidance to require large metropolitan planning organizations (MPOs) to develop an *Areawide Job Access and Reverse Commute Transportation Plan* to serve as the focal point for the identification of potential projects for program funding, as well as provide a regional strategy for access-to-jobs and reverse commuting. Enacted in August 2005, SAFETEA-LU - the Safe, Accountable, Flexible, and Efficient Transportation Equity Act –authorized $45.3 billion in transportation funding over a 4-year period (2005-2009).   Under the new SAFETEA-LU regulations the previous JARC program has now been made a component of the new Coordinated Human Services Transportation Plan.

This plan includes a brief history of the FTA's programs; a description of welfare-to-work legislation and trends in Pennsylvania, New Jersey, and the Delaware Valley region; pertinent demographic and travel information based on the 2000 Census and related estimates and forecasts; an explanation of the new Coordinated Human Services Transportation Planning requirements; including the new federal grant programs, an assessment of strategies and goals for the regional plan; and a gap analysis of existing services and where needs must still be met.

EXECUTIVE SUMMARY

Coordinated Human Services Transportation Plan

Chapter 1

Introduction

Program History

In response to the 1996 federal and state welfare reform and grant program initiatives, the Delaware Valley Regional Planning Commission (DVRPC) embarked on a multiyear program to assess its plan for transportation-related services and support activities in relation to welfare-to-work, access-to-jobs, and reverse commute initiatives. As a result of this "head start," particularly the availability of the draft Access to Jobs Regional Strategy, DVRPC and the bistate region of southeastern Pennsylvania and southern New Jersey were well-positioned to respond quickly and effectively to the FTA's 1998 program guidance announcing the Job Access and Reverse Commute Competitive Grant program which was later changed to the Job Access and Reverse Commute (JARC) program. This program, included in the Transportation Equity Act of the 21st Century (TEA-21), provided five years (FYs 1999-2003) of escalating funding for transportation services and supportive programs to facilitate job access and reverse commuting. The region's initial plan, *Access to Opportunities in the Delaware Valley Region: Regional Job Access and Reverse Commute Transportation Plan*, was developed and accepted by the DVRPC Board in 1998, then refined, updated, and adopted in 1999, incorporating the first year of access to jobs initiatives that had occurred since the initial plan was completed. The initial and updated plan supported applicant selection and project consistency evaluations for FYs 1999 through 2003.

In 2003, the FTA further refined the JARC program guidance to require large metropolitan planning organizations (MPOs) to develop an *Areawide Job Access and Reverse Commute Transportation Plan* to serve as the focal point for the identification of potential projects for program funding, as well as to provide a regional strategy for access-to-jobs and reverse commuting.

Enacted in August 2005, SAFETEA-LU– the Safe, Accountable, Flexible, and Efficient Transportation Equity Act– A Legacy for Users - authorized $45.3 billion in transportation funding over a 4-year period (2005-2009).   Under the new SAFETEA-LU regulations the previous JARC program has now been made a component of a new Coordinated Human Services Transportation Plan.

The new Coordinated Human Services Transportation Plan includes:
- A brief history of the FTA's programs
- A description of welfare-to-work legislation and trends in Pennsylvania, New Jersey, and the Delaware Valley region
- Pertinent demographic and travel information based on the 2000 Census and related estimates and forecasts
- An explanation of the new Coordinated Human Services Transportation Planning requirements, including the new federal grant programs
- An assessment of strategies and goals for the regional plan
- A gap analysis of existing services and where needs must still be met

Coordinated Human Services Transportation Plan (CHSTP)

The Federal Coordinating Council on Access and Mobility defines the coordination of specialized transportation services as "a process through which representatives of different agencies and client groups work together to achieve any one or all of the following goals: more cost effective service delivery; increased capacity to service unmet needs; improved quality of service; and services which are more easily understood and accessed by

riders." Within this new plan, three new programs must be coordinated through the regional plan: the Job Access and Reverse Commute Program (Section 5316), the New Freedoms Initiative (Section 5317), and Elderly Individuals and Individuals with Disabilities (Section 5310). In an effort to streamline transportation services that are used by different populations – elderly, disabled, low-income, and workers – new committees have been formed by DVRPC to guide the preparation of this plan. These are identified in Appendix B.

Job Access and Reverse Commute Program[1] (Section 5316)

In October 1998, the FTA announced the Job Access and Reverse Commute (JARC) Grant Program. This program, authorized by the Transportation Equity Act for the 21st Century (TEA-21), provided five years (FYs 1999-2003) of escalating funding (up to $150 million annually) for transportation services and supportive programs that facilitate job access and reverse commuting. The two major goals of the program were to provide transportation services in urban, suburban, and rural areas to assist welfare recipients and low-income individuals in gaining access to employment opportunities, and to increase collaboration among transportation providers, human service agencies, employers, metropolitan planning organizations (MPOs), states, and communities in providing access to employment. DVRPC's previous advising committees and outreach provided each of these groups with an opportunity to participate in the planning process and apply for JARC funds.

SEPTA and NJ Transit, are in receipt of the federal dollars for the services, the MPO is responsible for carrying out an open and fair application process and

preparing and adopting a regional access-to-jobs plan. In addition to maintaining the areawide plan, DVRPC facilitates the JARC program annual grant cycle, which includes soliciting projects, project review, selecting qualified applicants, prioritizing projects for funding, and adding selected projects into the Transportation Improvement Program (TIP).

In the initial year of the competitive grant program as well as in subsequent years of the predominately congressionally earmarked program, the Delaware Valley region has been successful in obtaining JARC funds. (See Appendix A) The Delaware Valley region has funded 257 projects (includes continuing projects) with $65 million in JARC and matching funds since 1999. There are 38 funded projects in New Jersey and 216 funded projects in Pennsylvania, and two bistate projects encompassing portions of New Jersey and Pennsylvania. These routes are shown on Map 1.

The Job Access and Reverse Commute Program is now a component of the Coordinated Human Services Transportation Plan (CHSTP) under the federal *United We Ride* Initiative. The intent of the program will remain the same. However, JARC funds are now distributed based on a formula program as follows: 60 percent of funds will go to designated recipients in areas with populations over 200,000; 20 percent of funds will go to states for areas under 200,000; and the remaining 20 percent of funds will go to states for non-urbanized areas. In cases where the designated recipient is a statewide agency, such as NJ Transit, states may transfer funds between urbanized and nonurbanized area programs. The four New Jersey counties and five Pennsylvania counties within the DVRPC region are all considered urbanized areas.

New Jersey

A-1 Burlington County Board of Chosen Freeholders
   a. BurLink I and II (Pemberton, Mt. Holly, and Willingboro)
   b. BurLink expansion (Beverly and Edgewater Park, connection to River Line in Burlington County)

A-2 South Jersey Transportation Authority
   a. UPS Lawnside Service
   b. Camden to Mid-Atlantic Industrial Park and Pureland Industrial Park
   c. River Line Connection

A-3 Gloucester County Work First New Jersey Transportation Committee / Gloucester County Workforce Investment Board
   a. Pureland Shuttle service

A-4 Mercer County Workforce Investment Board
   a. Route 130 Connection

Pennsylvania

B-1 Southeastern Pennsylvania Transportation Authority (SEPTA)
   a. Routes/Services:

Route 1 - late night service	Route 112, 124 & 129 - evening services
Route 1 - extension	Route 206 - mid-day service
Route 14 - Oxford Valley Mall	Route 304 (NE Phila to Bristol)
Route 14 - weekend service	Route 305 (Darby - Philadelphia Airport)
Route 37 (Chester - S. Philadelphia - Airport)	R1 - early morning service
Route 95 - improvements	R5 - early morning service
Route 96 - enhance morning & evening services	Philadelphia Park
Route 105 - Sunday	Suburban Transit - evening service (Rts 124 & 129)
Route 110 - early morning service	Suburban Transit - Owl service (Routes 108)
	CTD Owl Routes (Rt 109)

B-2 Bucks County TMA
   a. Warminster Rush
   b. Street Road Rush
   c. Doylestown Dart
   d. Bensalem Rush
   e. Bristol Rush
   f. Newtown Rush

B-3 TMA of Chester County
   a. SCCOOT/ Phlyer (Weekday & Saturday)
   b. Coatesville Link

B-4 Delaware County Transportation Management Association (DCTMA)
   a. Quick Silver I
   b. Quick Silver II
   c. Quick Silver IV

B-5 Greater Valley Forge Transportation Management Association (GVFTMA)
   a. Suburban Link

B-6 The Partnership TMA
   a. Ambler HOP Community Coaster

B-7 Impact Services Corporation
   a. Get me to the Job on time! (JOT)

Map 1

Job Access Reverse Commute Routes, 1999 - 2007

SPONSOR

A-1 (Burlington County Board of Chosen Freeholders)
A-2 (South Jersey Transportation Authority)
A-3 (Gloucester County Work First Transportation Committee)
A-4 (Mercer County Workforce Investment Board)
B-1 (SEPTA)
B-2 (Bucks County TMA)
B-3 (TMA of Chester County)
B-4 (Delaware County TMA)
B-5 (Greater Valley Forge TMA)
B-6 (The Partnership TMA)
B-7 (Impact Service Corporation)

Source: DVRPC.

N
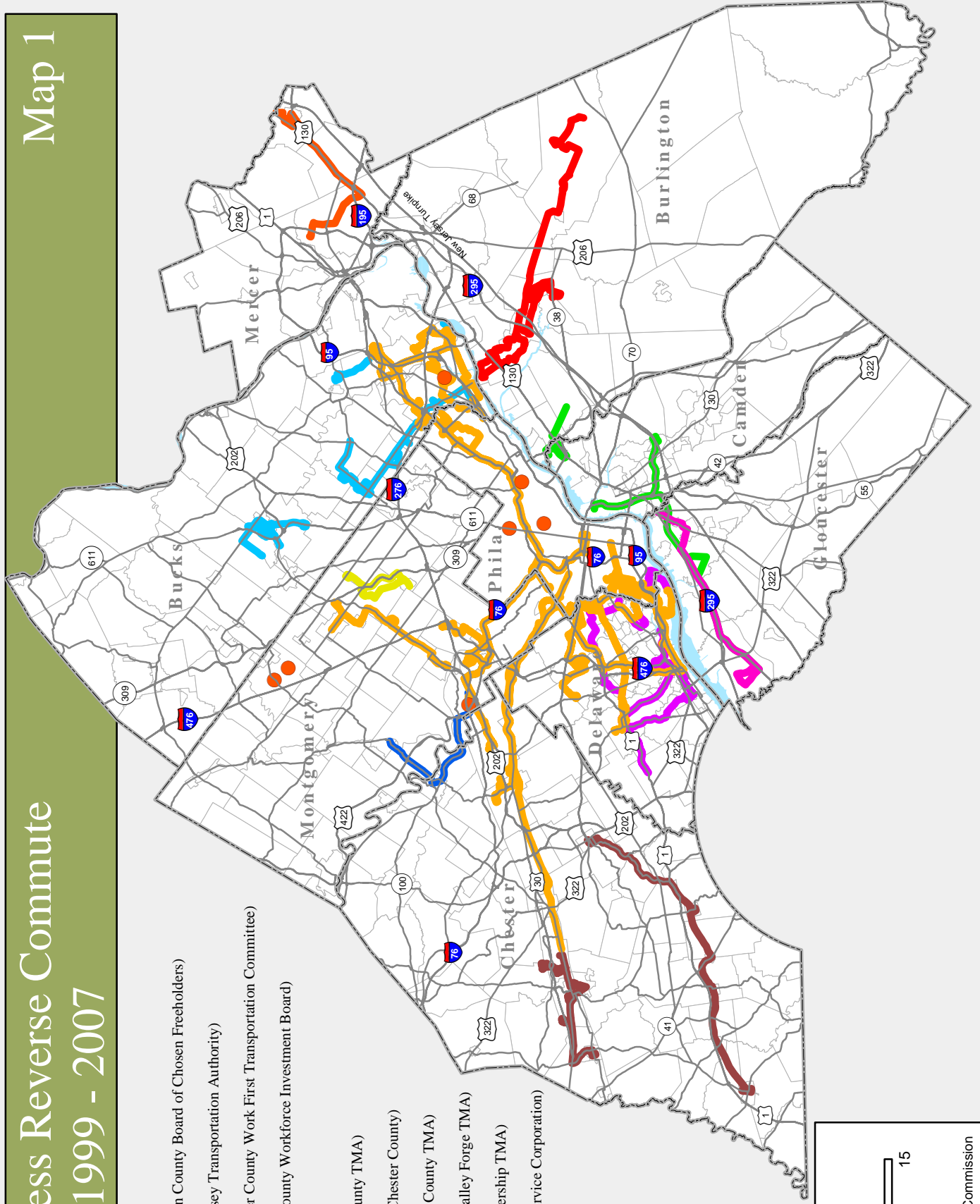
Miles

0   5   10   15

Delaware Valley
Regional Planning Commission
May 2007

New Freedoms Initiative (Section 5317)

The New Freedoms (NFI) Initiative is a new grant program under SAFETEA-LU intended to provide transportation services for people with disabilities *beyond* the requirements of the Americans with Disabilities Act (ADA). This formula-based program is measured by the number of persons with disabilities by state and urbanized area. The key features of the NFI program include distributing funds at 60 percent to urban transportation systems in states with areas with populations of 200,000, 20 percent to states in areas with populations between 50,000 and 200,000, and 20 percent for use in rural areas, stipulating that statewide competitive solicitation for projects be for awards made to state or local governments, non-profit organizations, or operators of public transportation services. The NFI program also provides for funds that can be used for capital projects such as vehicles and facilities. For capital projects, there is an 80/20 split between federal and matching dollars. For operating projects, there is a 50/50 split between federal and matching dollars. All NFI projects will also need to be selected through the locally developed coordinated public human services transportation plan. The New Freedoms Initiative program requested $145 million for FYs 2003 and 2004 as a competitive grant program to provide additional transportation services for access-to-jobs and a pilot program to demonstrate innovative solutions for people with disabilities. The FY 2003 budget also expanded the funding available for the JARC program to the authorized level of $150 million. Under the SAFETEA-LU guidelines, the New Freedoms Program has been approved for $339 million dollars of funding through FY 2009. New Freedoms funds will be allocated based on a population of persons with disabilities by Urban Area designation.

Elderly Individuals and Individuals with Disabilities Program – (Section 5310)

The ongoing Section 5310 program provides funding to states to assist private or nonprofit groups with meeting the transportation needs of people with disabilities and elderly adults. The funds are distributed based on each state's population of these groups, not by urbanized areas, as is the case with the JARC and NFI programs. Although this program must be included as part of the Coordinated Human Service Transportation Plan, the funds will be awarded on a statewide basis. DVRPC and the CHSTP Committee(s) will rank and prioritize the Section 5310 applications in the same fashion as JARC and New Freedoms. Section 5310 applications must also meet the goals and priorities of the CHSTP.

United We Ride Initiative

In 2004 the federal Interagency Transportation Coordinating Council on Access and Mobility launched the United We Ride (UWR) program to encourage government and nonprofit organizations to share resources in order to provide the best human service transportation. This program is intended to rid overall service duplication and gaps and to mainstream people with their communities. As part of the UWR Initiative, a special committee was formed to look at various barriers with the current federal transportation programs and to examine duplication. The two areas that UWR is concerned with deal with vehicle sharing and reporting. UWR will develop a policy statement on vehicle sharing for targeted programs. Recipients of federal dollars for transportation will now be required to adhere to guidelines for reporting purposes as well. Both New Jersey and Pennsylvania have established

organizations that serve as councils on affordability and mobility.

Ticket-to-Work

In 1999, Congress passed the Ticket-to-Work and Work Incentives Improvement Act, which gave Americans with disabilities the means to seek employment. The Act provides a voucher-like ticket that allowed for a choice of various support services, such as paratransit, education programs, or rehabilitation services. In order for this incentive to become effective, over $20 million for matching grants to states is made available. These dollars assist agencies who service persons with disabilities in buying equipment necessary for telecommuting to work. Both the Ticket-to-Work and JARC programs promote services to include Americans with disabilities and provided a link between the labor force and jobs.

Welfare Legislative Background

Passed by Congress and signed into law in 1996, the Personal Responsibility and Work Opportunity Reconciliation Act (PRWORA) provide Temporary Assistance for Needy Families (TANF) block grants to states. Both state and federal TANF programs provide services and benefits that: 1) assist needy[2] families; 2) promote job preparation, work, and marriage; 3) prevent and reduce premarital pregnancies; and 4) encourage the formation and maintenance of two-parent families. The details of the federal legislation are comprehensive; however, two elements are important regarding access to jobs: 1) for individuals, a five-year lifetime limit for TANF benefits eligibility, and 2) for states, the ability and incentive to enact work requirements for public assistance recipients. The five-year eligibility limit for TANF benefits has critical welfare-to-work policy

Table 1. Welfare Dependency			
County	Eligible TANF Households 2001	Eligible TANF Households 2006	% Change
Burlington	959	1058	10.0
Camden	4,740	4,547	-3.0
Gloucester	732	736	0.5
Mercer	2,322	2,349	1.1
Bucks	921	969	5.0
Chester	656	655	-.15
Delaware	2,395	2,263	-5.5
Montgomery	1,110	1,156	4.0
Philadelphia	37,770	34,961	-7.5
4-NJ	**8,743**	**8,690**	**-6.9**
5-PA	**42,852**	**40,004**	**-7.1**
Region	**51,595**	**48,694**	**-5.7**
Figures obtained from the PADPW and the NJDFD, October 2006			

implications. After the five years of eligibility have terminated, recipients will not receive TANF-funded assistance. While persons will still be eligible for Medicaid and other benefits funded exclusively from non-TANF sources, the loss of cash assistance will be difficult, if not devastating, for most public assistance households.

The federal law provides that states may, at their discretion, exempt up to 20 percent of the welfare population from the federal eligibility limits. As a safety net, New Jersey's TANF program, called Work First New Jersey (WFNJ), provides two six-month extensions to the five-year limit granted on an individual basis. People over 60 years of age, a parent or relative who provides full-time care for a disabled child or dependent; permanently disabled people, and people determined by the human services commissioner to be "chronically unemployable" may be eligible for exemption from the eligibility limits. Pennsylvania's TANF state plan

includes a 'Time-Out' initiative, which provides eligible TANF recipients benefits that do not count against the five-year eligibility limit.[3] Depending on a recipient's circumstances, the duration of Time-Out benefits can range from one month to indefinitely. In addition, Pennsylvania's TANF state plan includes hardship exceptions, whereby certain recipients may continue to receive TANF benefits beyond the five-year limit.

Another key feature of the federal law is the schedule of work participation requirements on state caseloads. TANF recipients are required to be involved with eligible work activities at least 25 hours per week. States that fail to meet these benchmarks can be penalized 5 percent of their total TANF block grant by the federal government. According to the U.S. Department of Health and Human Services (DHHS) Administration for Children and Families (ACF), New Jersey and Pennsylvania have thus far met or exceeded the work participation rates mandated by federal law and therefore have not been fined.[4]

While TANF specifies work participation requirements for states, it also allows flexibility to design and administer welfare programs to meet the requirements. Pennsylvania and New Jersey have responded by establishing work rules for welfare recipients that require them to participate in work activities after receiving 24 months of TANF benefits to maintain their eligibility status. Allowable work activities include working, looking for work, or taking part in a work-related activity such as job training, community work, or subsidized work. Overall, welfare benefit levels to individuals and families do not differ dramatically between Pennsylvania and New Jersey. Both states offer continuing cash, Medicaid, childcare, transportation, and other services to encourage the

transition to work. New Jersey, however, offers two years of Medicaid and childcare to those who have left the rolls for employment while Pennsylvania only offers a single year of each.

The TANF programs in New Jersey and Pennsylvania have been essential to the job access program and transportation services they provide. Prior to the SAFETEA-LU legislation, TANF and WFNJ were used as matching dollars for JARC services. With recent cuts in the Department of Public Welfare, JARC providers can no longer rely on TANF dollars for the 50 percent required match. ▲

Coordinated Human Services Transportation Plan

Chapter 2

Travel Service and Gap Analysis

The primary goal of the FTA's *United We Ride Program* is to assist states and local organizations in developing new and expanded transportation services that connect various populations to jobs and employment-related activities. To accomplish this goal and develop effective projects in the Delaware Valley region, it is important to better understand the travel characteristics, unmet transportation needs, existing regional transit services, and distribution and accessibility of potential employment opportunities for transit-dependent and disabled populations.

Transit-Dependent Populations and Travel Characteristics

To understand how transportation is an integral part of any solution, we must first examine the dependency on public transportation experienced by a majority of lower-income households throughout the region. Table 2 documents the level of low-income households and the percent of transit-dependent households in the

| Table 2. Low-Income and Transit-Dependent Households		
County	Low-income households	% of Transit-dependent households
Burlington	3,605	2.9
Camden	10,606	8.8
Gloucester	2,873	2.6
Mercer	5,154	6.9
Bucks	5,076	2.8
Chester	3,529	2.6
Delaware	8,092	7.8
Montgomery	5,470	4.4
Philadelphia	65,259	25.4
4-NJ	**22,238**	**2.3**
5-PA	**87,426**	**5.5**
Region	**109,994**	**12.2**
Source: DVRPC 2007		

region's nine-county area. The low-income households reflect 150 percent of the National Center for Health Statistics poverty guidelines for a family of four. These households are more likely to receive welfare benefits and must adhere to rules of the program. The percent of transit-dependent households estimated for the general population ranges from a low of 2.6 percent in Gloucester County to a high of 25.4 percent in Philadelphia County. As a result, improving transit accessibility to key employment centers is critical.

Being hired for a job is just the first step in making a successful transition into the workforce. While many factors influence job retention, the reasonableness of the commute ranks high. Persons eager to exit public assistance may accept a position without considering the full cost (calculated in terms of both time and money) of the daily trip to and from work. The viability of a commute is not only determined by a person's willingness to travel, but also relies on cost, travel time, and distance. Workers balance the cost of commuting against the expected benefits from employment. In addition to low wages, for the welfare population, this may mean compliance with work requirements and the associated benefits. New entrants into the workforce are likely to travel greater distances in return for higher wages. Conversely, welfare recipients are unlikely to endure lengthy and costly commutes for jobs paying at or near the minimum wage.

Employment and Bistate Commuting

Defining where the employment growth is occurring within the region is important when evaluating where new transit services should be targeted. Resident workers from the core cities of Camden, Philadelphia, Chester, and Trenton

Map 2

Employment Centers, 2000

Legend:
SEPTA Regional Rail
PATCO
NJTransit
RiverLine
Employment Centers

Source: DVRPC.

Delaware Valley
Regional Planning Commission
May 2007

Miles
0   5   10   15

N

Daycare and Family Care Centers, 2002

Map 3

Legend

- Daycare Facilities
- Family Care Facilities (NJ only)
- Employment Centers
- Job Access Reverse Commute Routes
- Quarter-Mile Transit Route

Mercer

Burlington

Bucks

Camden

Montgomery

Philadelphia

Gloucester

Delaware

Chester

N

Miles

0 5 10 15

Delaware Valley
Regional Planning Commission
May 2007
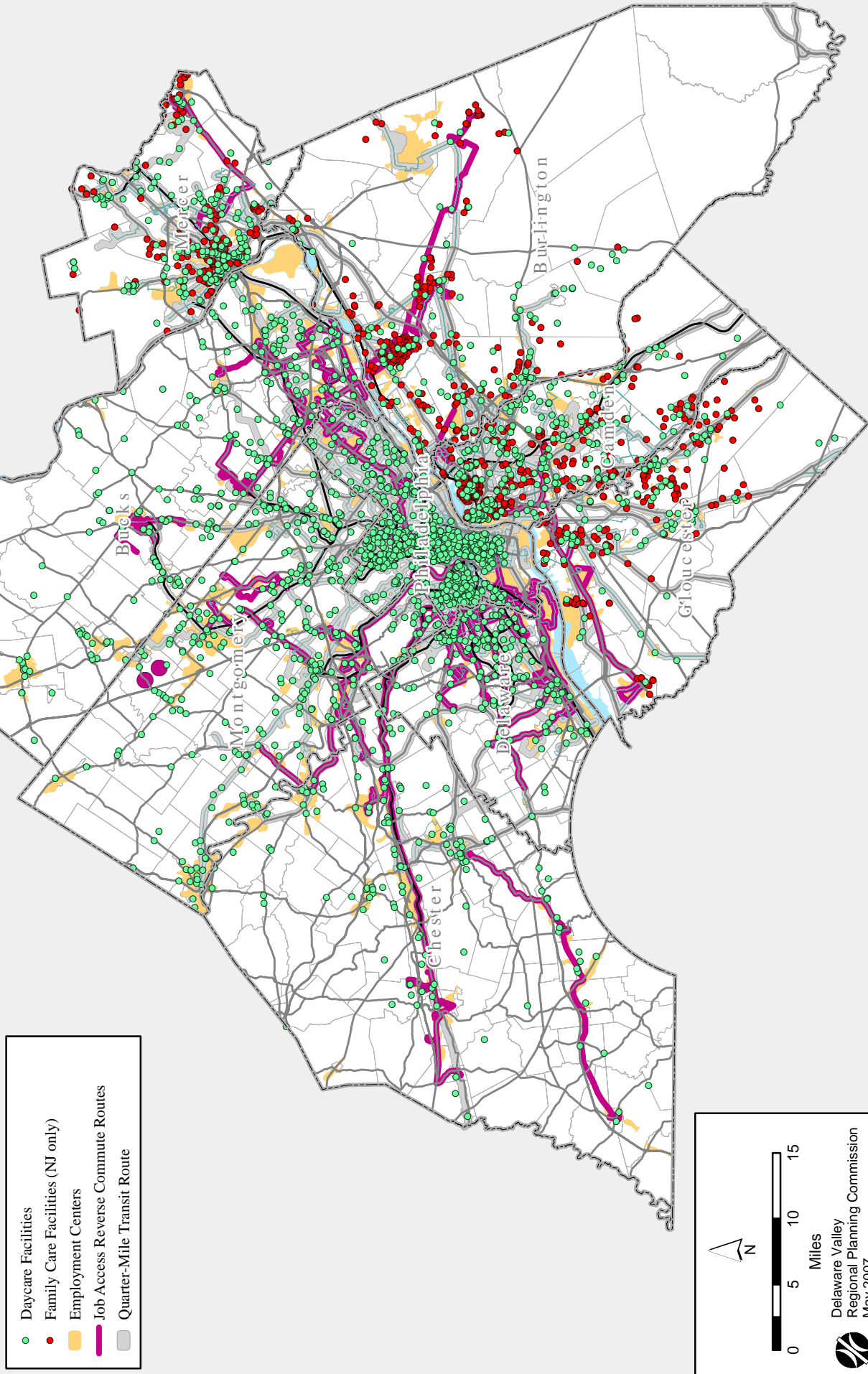
generally are employed in a bistate market that covers portions of southeastern Pennsylvania and southern New Jersey, whereas workers in the suburban locations are split between the core cities and other suburban locations. Newly developed employment opportunities in Mercer County, such as along the Route 1 corridor, require less travel time for those who live in Bucks County. Residents who live in Gloucester and Camden counties experience less travel time to Philadelphia than to Trenton. As demonstrated in the 2000 Census, this population and employment shift into suburban locations causes a mismatch between employment locations and the place of residency for the low-skilled workforce.

Appendix C illustrates commuting patterns from 1990 to 2000. Three trends stand out from this data:

- Philadelphia workers commuting within the City limits declined by 16 percent, while City residents traveling to the suburbs grew by an average of 17 percent

- Bucks, Burlington, Gloucester, and Mercer counties had a slight increase in workers commuting to Philadelphia for employment, but an even greater increase in suburb-to-suburb commuting

- Only Delaware and Camden counties had a decrease in the number of workers commuting to jobs within the county

The increase in suburb-to-suburb commuting clearly supports the need for additional transit, paratransit, and elderly services to the suburban areas of the region.

Given the regional nature of the labor market, it is critical for transit-dependent, elderly and disabled persons to have alternative access to employment opportunities throughout the region. Access to the region's fixed-route transit systems (SEPTA, NJ Transit and PATCO) is essential to help them get to and retain a job.

Transit Accessibility and Employment Opportunities

Using 2000 Census demographic and population data, DVRPC calculated the accessibility of jobs within existing public transit services at distances from one-quarter mile for rail stations and one-eighth of a mile for bus, trolley, and subway routes. Map 4 illustrates areas served by fixed rail in New Jersey and Map 5 illustrates areas served by fixed rail in Pennsylvania. This analysis indicated the number of jobs that have moved into suburban locations. Philadelphia County however still has the largest number of jobs near transit due to the historical concentration of transit in the central business district.

While fixed-route rail transit and regional rail service are generally less accessible than bus and trolley service, the region's high volume/high frequency rail routes are key elements of the transit network. For example, there are 111 bus routes versus only five rail transit lines in southeastern Pennsylvania: the Broad Street Subway (Orange Line); Market-Frankford Subway (Blue Line); the Norristown Route 100 Line; Media Route 101 Line; and the Sharon Hill Route 102 Line. Eighty-three percent of the jobs are within one-half mile of SEPTA rail transit routes. Similarly, SEPTA's regional rail lines provide service to Center City and other job centers. Although bus and trolley service have more routes, the regional rail system is just as important. Regionally

transit service is concentrated in the core cities, which are home to a high proportion of the region's welfare recipients.

In addition to the distance from transit, the time of day and day of the week the service operates is a critical component in determining accessibility. On weekdays, a majority of the service is available during peak hours. Lower levels of service run during the midday hours, evenings, and late evening hours. This is a critical distinction for many new entrants to the workforce because many of the jobs available require traveling outside of peak hours. For persons traveling long distances or making multiple transfers, the availability of early morning or night owl service (1 a.m. to 4 a.m.) may be a prerequisite to finding and keeping a job.

Transit Accessibility to Major Employers

To focus more specifically on probable work destinations, the level of transit accessibility of major employers with at least 375 workers was analyzed. This is shown in Table 3 and Maps 4 and 5. While not representative of all employers, major employers are a well-defined subgroup and are a likely source of entry-level jobs.

For the region as a whole, 83.2 percent of the major employers were located within one-half mile of a transit facility. In New Jersey, 118 of 133 large employers were transit accessible. Mercer County rated the highest and Gloucester County rated the lowest. Almost two-thirds of all major employers in Bucks, Chester, Delaware, and Montgomery counties were transit accessible. While comfortable walking distance for most people is one-quarter mile, employers within a half-mile of transit can still capture a large portion of commuters. For the nine-county region,

Philadelphia has the highest level of accessibility, where virtually all the employees use transit to get from urban centers to the suburban employment centers. This is also important for routes that make the last-mile connection from fixed-route transit to employment centers. Additional last mile connections appear to be needed in a majority of the suburban counties of the region. Bicycle racks or accommodations on transit vehicles may also serve to fill the missing last-mile connection for workers.

Transit-Dependent Population Service Gaps and Unmet Needs

Available travel characteristics suggest that a significant number people in the Delaware Valley region are transit dependent. Therefore, the likelihood of finding and maintaining employment or sustaining participation in an employment-related activity is dependent on how well the region's transit systems meet their transportation needs.

Table 3. Major Employers Accessible by Transit			
County	Within½ mile of transit	Major Employers 375 +	% Transit Accessible
Burlington	28	31	90.3
Camden	34	36	94.4
Gloucester	8	14	57.1
Mercer	48	52	87.5
Bucks	24	41	58.5
Chester	37	52	71.1
Delaware	28	32	87.5
Montgomery	62	92	67.3
Philadelphia	173	173	100.0
4-NJ	**118**	**133**	**88.0**
5-PA	**324**	**390**	**83.0**
Region	**433**	**520**	**83.2**
Source: DVRPC 2007			

Map 4

Major Employers Accessible by Transit in New Jersey

Legend:

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

Mercer

Burlington

Camden

Gloucester

0   4   8   12
Miles

N
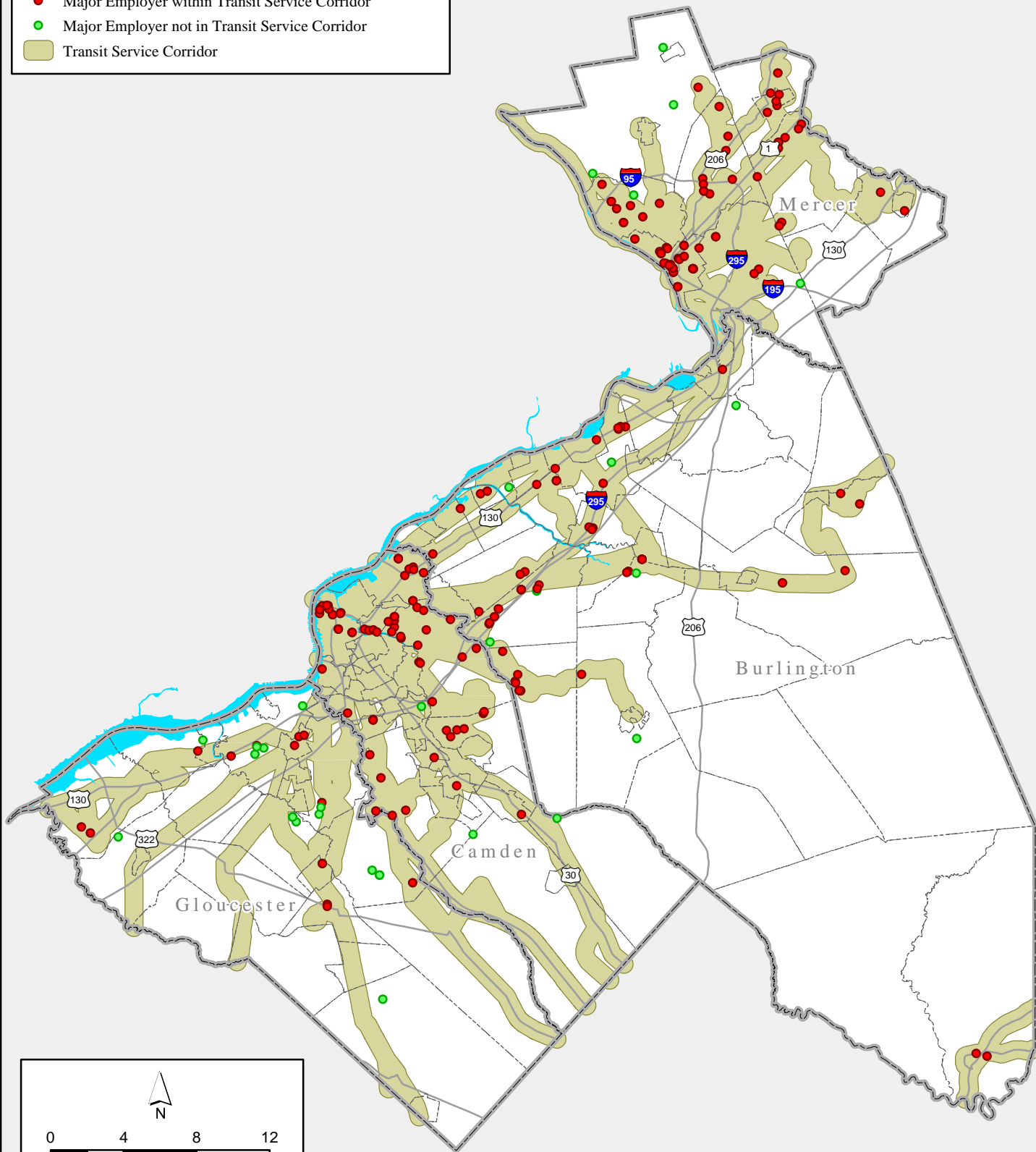
Delaware Valley
Regional Planning Commission
May 2007

Map 5

Major Employers Accessible by Transit in Pennsylvania

Bucks

Montgomery

Philadelphia

Delaware

Chester

Legend

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

N

Miles

0   5   10   15
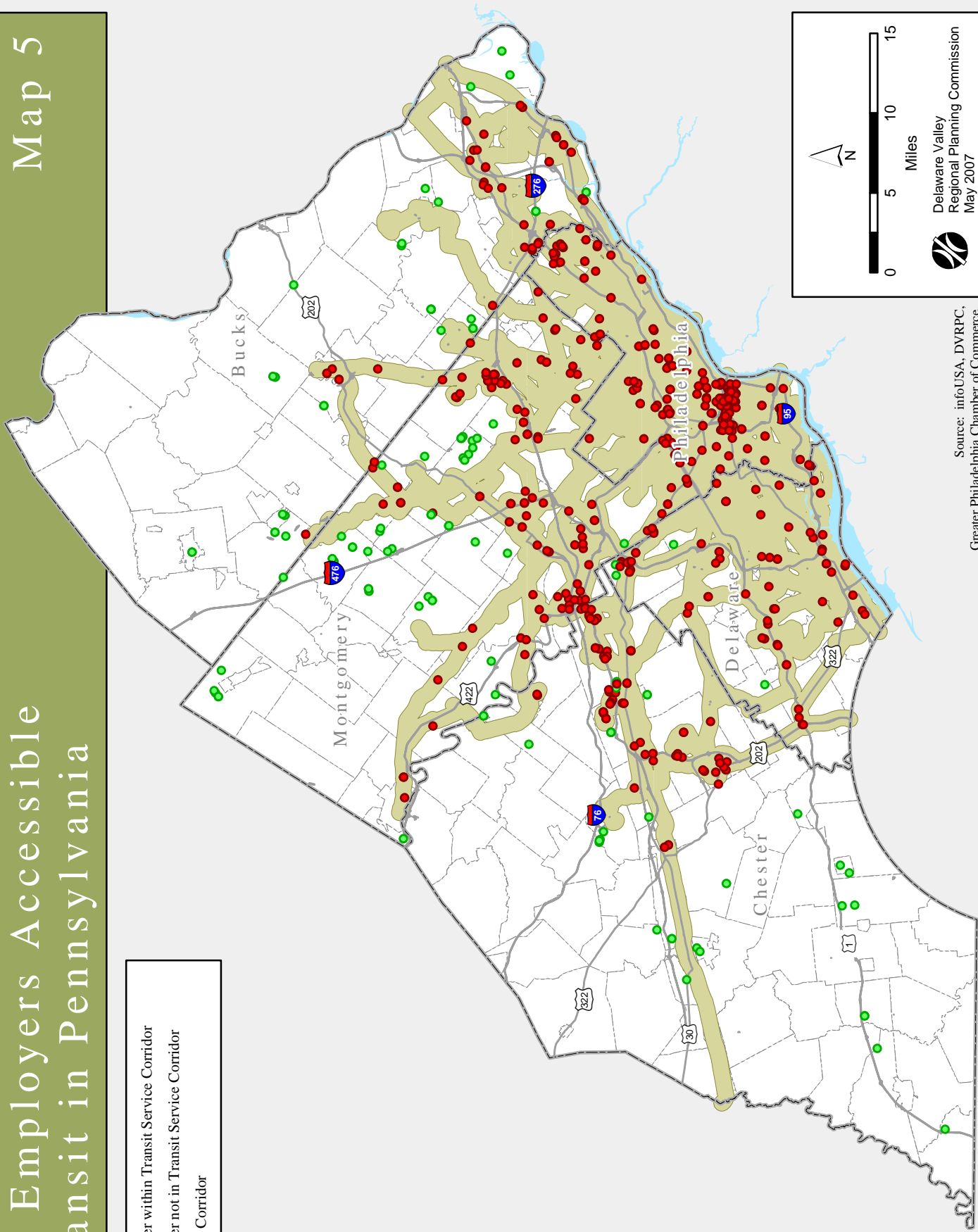
Delaware Valley
Regional Planning Commission
May 2007

Source: infoUSA, DVRPC,
Greater Philadelphia Chamber of Commerce.

The region's transit system has historically offered a high level of service to commuters traveling during peak hours. However, the system mainly funnels large numbers of people to a select number of transit hubs, typically located in the downtown business districts of the region's core cities and older suburbs.

A review of the existing transit system and accessibility-related studies suggests that the transit system provides a substantial level of accessibility to jobs and residents (including transit-dependent populations concentrated in the core cities) around selected transit hubs during peak travel times. However, it also suggests that the system provides a much lower level of accessibility during non-peak travel times in most of the region's suburban areas. Unfortunately, many job opportunities that lower-income groups are qualified for are located in low-density suburban areas and

require commuting during non-peak travel times. Addressing this deficiency and eliminating transportation barriers for transit-dependent people clearly requires more than proximity to a transit line. Other key issues include:

- The right bus –because a worker lives within one-quarter mile of a bus route does not mean this is the "best" route for the appropriate job opportunity.
- Reasonable travel times – each transfer increases total travel time and poses an additional challenge to job retention. It is not reasonable to expect someone to commute two or more hours a day with two or three transfers to a minimum wage job.
- Affordable transit fares – similarly, it is not reasonable to expect that persons can afford to buy a pass on minimum wage.
- More off-peak services –including early morning, late night, and weekend services.

- More service to growing suburban job centers – the areas that are home to the greatest job growth need to become more transit accessible. Transit for last mile connections or ride share programs should be considered.
- More support services to make the commute easier – support services such as daycare facilities, are important in job retention for single-headed families.

Elderly Population and Unmet Needs

The number of elderly has increased dramatically in the Delaware Valley in recent years and is expected to continue to increase at a record pace. By the year 2030, almost one in five of the region's residents will be over 64 years of age and living in suburban communities. In many of these areas, public transit is not in service. The nine county Delaware Valley

Table 4: Municipalities with Highest Number of Elderly, 2000		
Municipality	County	Number
Philadelphia	Philadelphia	213,772
Hamilton	Mercer	13,623
Upper Darby	Delaware	11,201
Lower Merion	Montgomery	11,043
Abington	Montgomery	10,699
Trenton City	Mercer	9,716
Haverford	Delaware	8,741
Bristol Twp	Bucks	7,046
Cheltenham	Montgomery	6,873
Bensalem	Bucks	6,402
Camden City	Camden	6,090
Gloucester	Camden	6,052
Mt. Laurel	Burlington	5,905
Middletown	Bucks	5,749
Ewing	Mercer	5,631
Source: DVRPC 2007		

region was home to over three-quarters of a million elderly in the year 2000. Map 6 shows the percent of the population that is 65 or older. Over 29 percent of the region's elderly live in New Jersey and 71 percent live in Pennsylvania. As of 2000, Philadelphia County had the largest portion of the region's population over 65 with 28 percent. Montgomery County was home to the second largest share of elderly residents with 15 percent, followed by Delaware County with 12 percent and Bucks County with 10 percent. Table 4 identifies municipalities with the highest number of elderly populations. These are shown on Map 7.

Disabled Population and Unmet Needs

Coordination can substantially increase the availability of accessible transportation for people with disabilities. Although not mandated, this was a priority of the Americans with Disabilities Act (ADA) of 1990. The ADA legislation mandates that persons with disabilities cannot be denied access to public transportation facilities and services and those services must be comparable to those provided for the general public. The provisions within the Act also require all newly acquired and modified vehicles operated by public or private transportation providers to be accessible, and that ADA paratransit services must complement their fixed-route services. While not mandated, ADA requires that public providers identify all other providers of transit services in their area as part of their plan, however, health and human service providers are not necessarily included in the process.

The new SAFETEA-LU requirements now mandate that paratransit services be inclusive of the human services transportation plan and providers of paratransit be included in the planning process. Recognizing the need for

services for those with disabilities, DVRPC has identified the needs of the region's disabled through our Environmental Justice analysis.[5] Thirty percent of the Delaware Valley region's population qualifies as having a disability[6]. Table 5 outlines the percent of disabled persons per county. Nonprofit and private transit providers that render services for Americans with disabilities are shown in Appendix D.

Elderly and Paratransit Transportation Providers

In addition to the paratransit and elderly services provided by NJ Transit and SEPTA, there are other key transportation organizations throughout the region that provide paratransit service. Many of the region's JARC-funded routes are partnering with these agencies, as well as Section 5310-funded services. Section 5310 awardees for this region are listed in Appendix D. There are many other providers throughout the region that have been identified by the individual TMAs or county partners. Major partners in the region are discussed further.

Table 5. Persons with Disabilities in the Delaware Valley, 2000			
County	Persons with disabilities (ages 21-64)	Persons with disabilities (over age 65)	Percent Employed
Burlington	35,010	18,148	63.9
Camden	53,943	24,547	56.3
Gloucester	23,128	11,689	61.4
Mercer	33,096	15,445	61.0
Bucks	52,063	24,354	64.2
Chester	31,126	15,517	64.6
Delaware	48,533	23,391	60.0
Montgomery	52,286	33,494	66.1
Philadelphia	223,058	97,078	47.5
Source: DVRPC 2007			

TransNet

Since 1980, Transnet has provided responsive transportation for work, school, healthcare, recreation, and home needs for the elderly and disabled throughout Montgomery County. TransNet provides senior citizens over 65 years of age with a share-a-ride program. This program is provided at a reduced rate for seniors who apply for the program. Seniors also have the opportunity to serve as "ambassadors" to work with others to promote and explain the services provided by TransNet. TransNet also provides transportation services for the mentally and physically disabled in Montgomery County. Service is arranged through the County support worker and referrals are often needed for transportation pick-up. Medical Assistant Transportation Service is also provided. TransNet works closely with the Montgomery County Mental Retardation Unit, the Intermediate Unit, Easter Seals, and SEPTA to provide high-quality, demand-responsive service for the elderly and disabled.

Community Transit of Delaware County

Community Transit of Delaware County is a private nonprofit transportation that serves demand responsive services to the general public. In addition, they provide a shared ride program for seniors as well as medical transportation throughout Delaware County. The cost of each trip varies and discounted fares are available to those who qualify.

ROVER

ROVER is a Chester County paratransit service. This shared-ride service is available to all elderly residents (65 years of age and older); HandiCrafters nonprofit organization; human services members and those in need of medical assistance. The system provides service through the county as demand dictates. ROVER is partially funded through the Pennsylvania State Lottery and Chester County.

Krapf's Coaches

Krapf's Coaches provides integral transportation services in Chester County. In 1992, Krapf's Coaches took over the service on Route A between Coatesville, Downingtown, Exton and West Chester. This high-quality public transportation service picks up more than 1,200 daily passengers, seven days a week. Other fixed public transit routes include the City of Coatesville's Link, the Rambler serving Upper Merion Township and Conshohocken, southern Chester County's SCCOOT services, and the ROVER shuttle service. In 1994, Krapf's Coaches became the first private contractor to provide fixed-route services for SEPTA.

In addition to services within the Delaware Valley region, Krapf's also works with DART in Delaware State to provide interstate service for the public, elderly and disabled. There are currently 12 vehicles throughout Delaware. The paratransit service includes scheduling, dispatch, call centers, and vehicle maintenance.

SEN-HAN

Senior Citizens United Community Services of Camden County, Inc. (SCUCS) is a non-profit agency that provides services to enhance the quality of life for senior citizens. To help achieve this goal, SCUCS provides Sen-Han Transit, a coordinated special transportation service to elderly and disabled persons in Camden County. Seniors can utilize Sen-Han for various trips. Two main types of transportation service are provided: Door-to-door rides are provided to doctors' offices, hospitals and other medical facilities for county residents 60 years and older or those permanently or temporarily disabled (subject to a physician's certification); and

Map 6

Persons Age 65 and Older, 2000

Mercer

Burlington

Camden

Bucks

Philadelphia

Gloucester

Montgomery

Delaware

Chester

Percent

- Less than 10%
- 10.0 - 11.9%
- 12.0 - 13.9%
- 14.0 - 15.9%
- 16.0% or more

N

Miles

0   5   10   15

Delaware Valley
Regional Planning Commission
May 2007
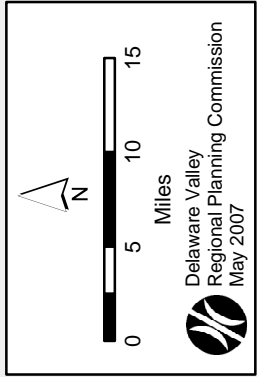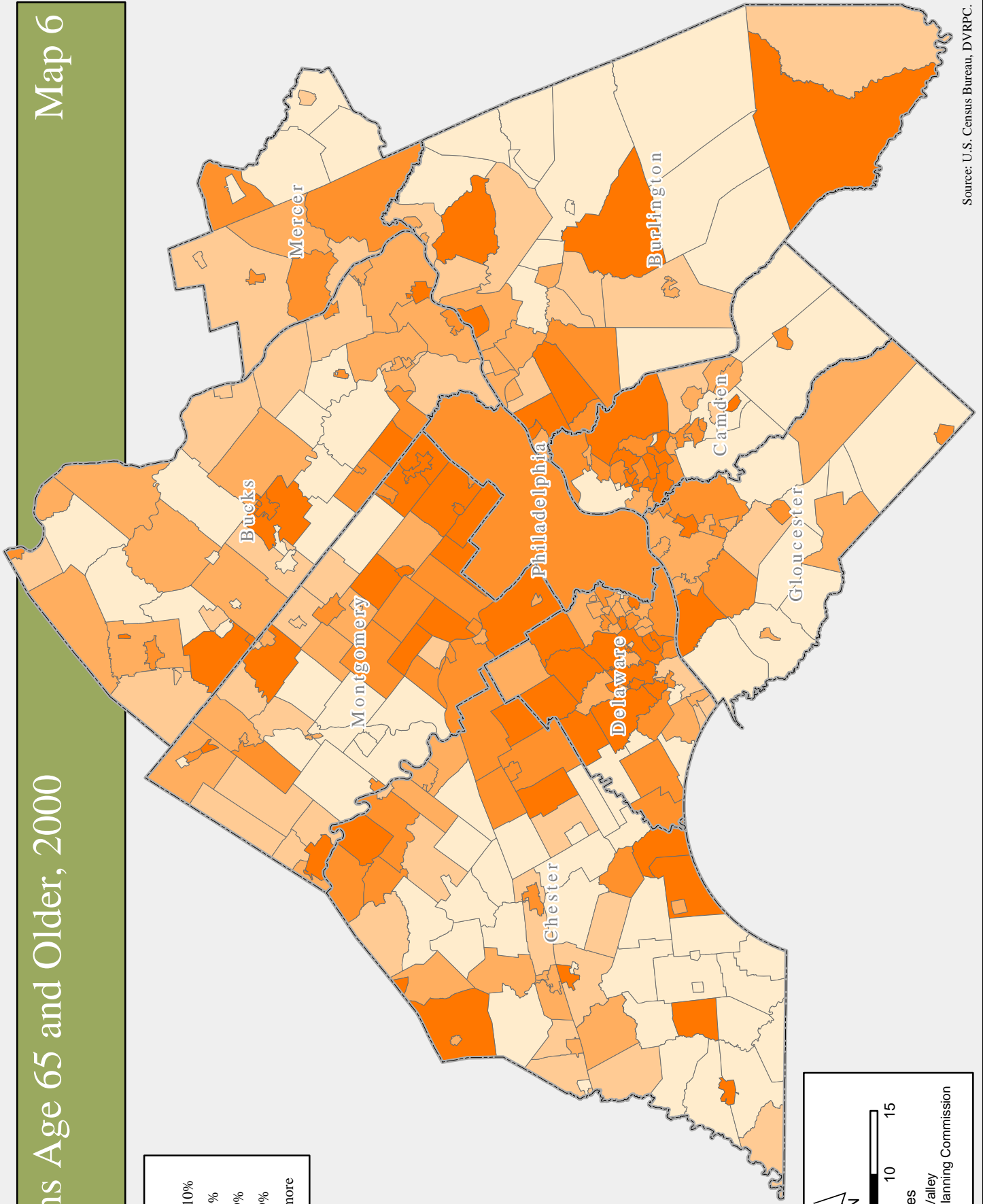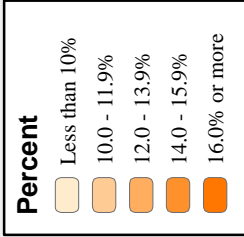
Map 7

Absolute Number of Elderly by Municipality, 2000

Total Population

- Less than 250
- 250 - 499
- 500 - 1099
- 1,100 - 2,499
- 2,500 or more

Mercer

Bucks

Montgomery

Philadelphia

Burlington

Camden

Gloucester

Delaware

Chester

N

Miles

0   5   10   15

Delaware Valley
Regional Planning Commission
May 2007
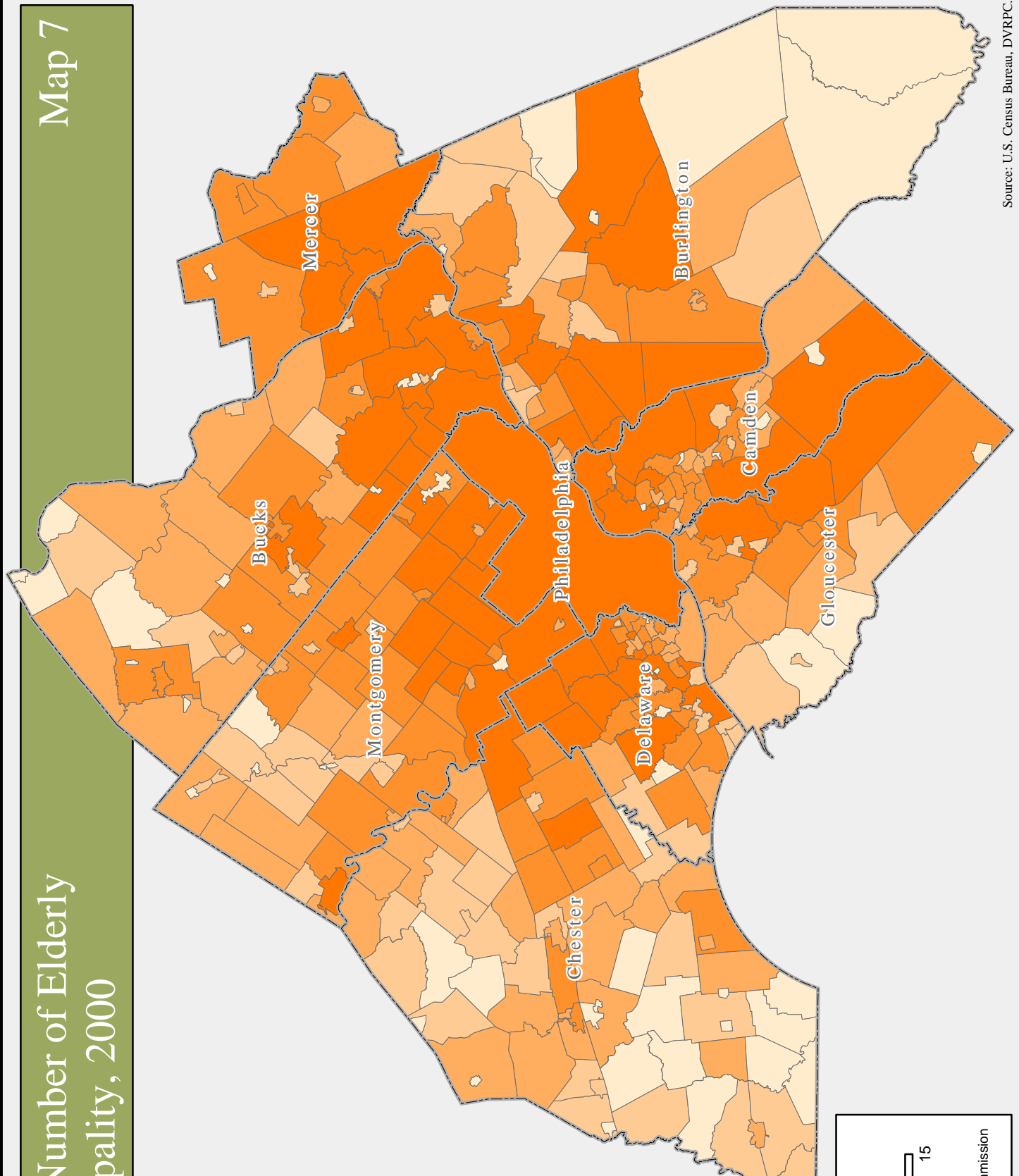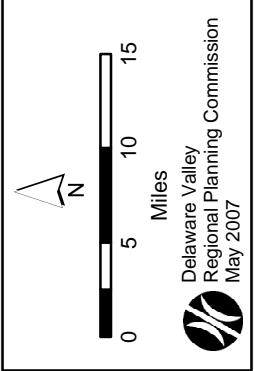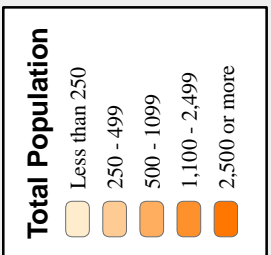
weekly fixed-route food shopping and bi-monthly mall shopping service is provided for residents 60 years or older and those permanently or temporarily disabled (subject to a physician's certification). Sen-Han also provides in-home services, financial advice, and housing assistance for the elderly and disabled as well as veterans. The SCUCS works closely with the Camden County Department of Health and Human Services. Together they have created an extensive resource guide to help seniors and disabled persons find information on the American with Disabilities Act, Employment Services, and Home Health Care. The guide can be accessed on the county website.

Pottstown Urban Transit (PUT)

Bus service in Pottstown, PA and adjacent communities is provided by PUT - a publicly owned and privately operated system. PUT operates a day and night service between 6 a.m. and 10 p.m. PUT may be used by the general public as well as persons with disabilities.

Medical Assistance Transportation Program (MATP)

The MATP is a transportation service available to people receiving Medical Assistance and is paid for by the Pennsylvania Department of Public Welfare (DPW). In Philadelphia, the MATP program is run by Logisticare Solutions. This program can be used for medical appointments or to get to any service covered by Medical Assistance. The service provides rides to the five-county southeastern PA region. A reservation is required for door-to-door service and is available to persons who use paratransit or have disabilities. A curb-to-curb service is available for people who use paratransit but have no disability that would restrict them from walking to the curb. MATP service is particularly important for many suburban employment locations where many

nonprofit or private transit providers may not offer service. To begin an evaluation of the region's current transportation routes and where they provide service in relation to the disabled population, an analysis was done that used DVRPC Environmental Justice criteria at the census tract level to see where a majority of the disabled population resided. This is shown on Map 8. However, just as patterns of disability and employment at the county level vary, the pattern will vary at the municipal level as well. It will be important for communities implementing local coordinated transportation plans to consider interventions to improve transportation options and services for those with disabilities.

Existing Transit Services and Providers

The region's bistate transit system has three major public transportation operators and several commercial and nonprofit organizations that provide transportation services. The regional network of rail, trolley, and bus routes has historically offered a high level of transit service to commuters traveling during peak hours and those traveling to the core cities from suburban locations. However, the region's public transportation infrastructure funnels large numbers of riders to a select number of transit hubs, typically located in downtown business districts of the region's core cities and first generation suburbs. This same transit network has a much harder time servicing the relatively low-density residential and commercial development that characterizes the region's growing townships.

Map 8

Number of Persons With Disabilities, 2000

Mercer

Burlington

Bucks

Camden

Montgomery

Gloucester

Philadelphia

Delaware

Chester

Number of Persons With Disabilities, 2000

- Less Than 500
- 501 - 1500
- 1501 - 2000
- 2001 - 3500
- Greater Than 3500

N

Miles

0   5   10   15

Delaware Valley
Regional Planning Commission
May 2007
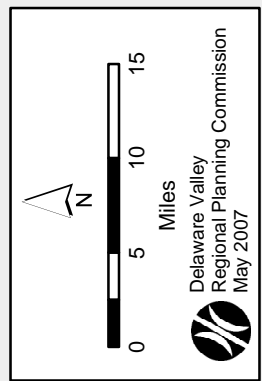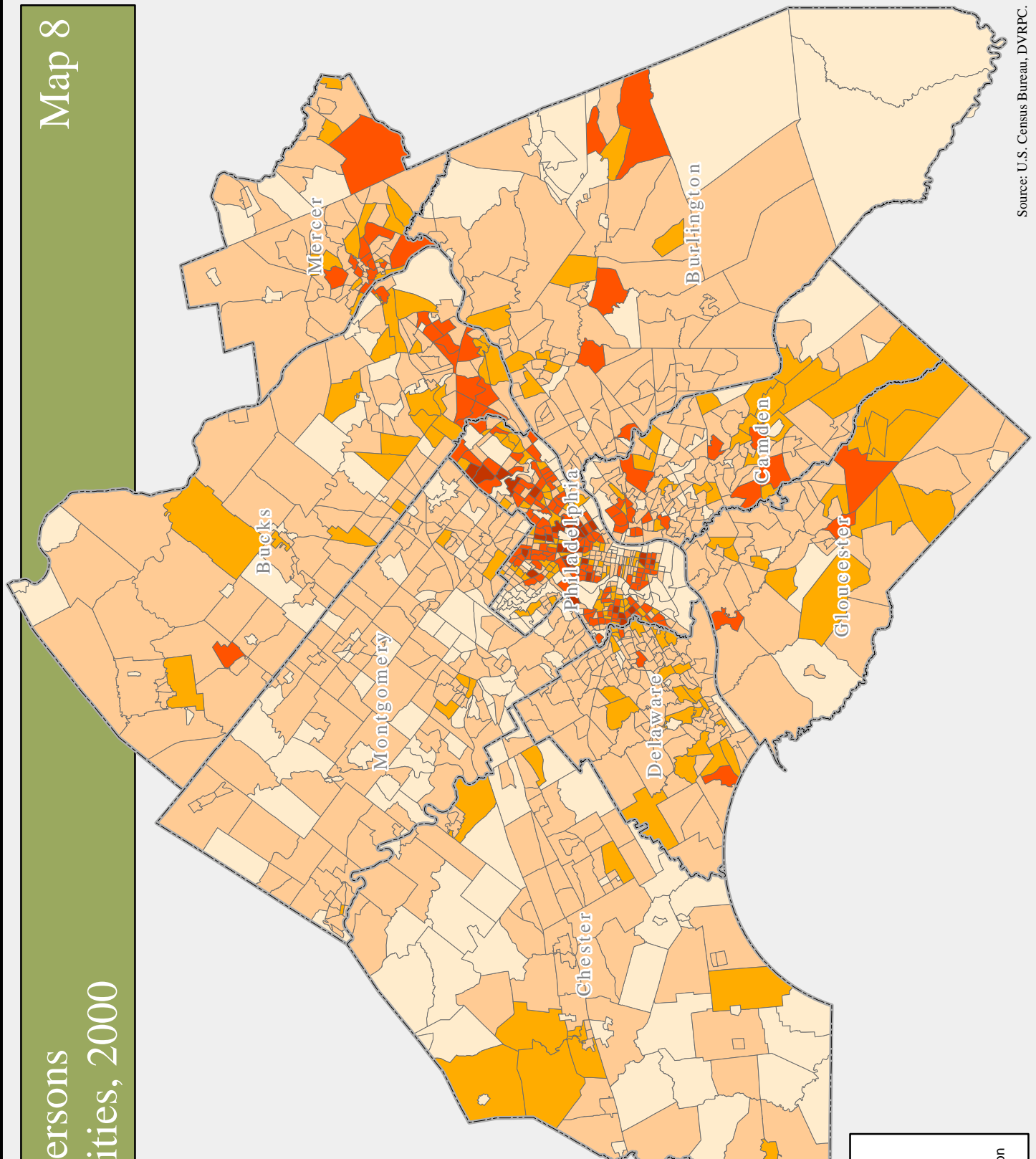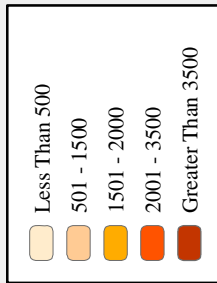
Southeastern Pennsylvania Transportation Authority (SEPTA)

SEPTA is the fifth largest transit system in the nation with a 2,200 square-mile service area covering southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties). 127 of SEPTA's bus routes and its R3 and R7 regional rail lines provide interstate service to New Jersey through Trenton and West Trenton. Its R2 regional rail line provides interstate service to Delaware through Wilmington and Newark. In addition, its hub of operations in Center City Philadelphia enables Philadelphia residents to transfer from SEPTA to NJ Transit or to the PATCO High-Speed Line. Commuters can also connect through Amtrak in Philadelphia and Trenton.

New Jersey Transit (NJ Transit)

NJ Transit, a statewide transit agency, is the third largest transit system in the nation. Approximately 10 percent of its ridership is in the four-county DVRPC region. NJ Transit operates 65 bus routes in the DVRPC region; at least half are interstate bus routes that provide service to Philadelphia or New York City.[7] Buses traveling from New Jersey to Philadelphia make a loop in Center City, following Vine Street west to Sixth Street, Sixth Street south to Market Street, Market Street west to Broad Street, and north back to Vine Street. NJ Transit buses stop at designated corners only (three stops on Sixth Street, seven stops on Market Street, one stop on Broad Street, and three stops on Vine Street). NJ Transit bus routes have the potential to service transit-dependent persons in both Philadelphia and Camden. In addition, local NJ Transit service to its Trenton rail station provides additional connections to SEPTA bus and rail service for Trenton residents. The NJ Transit Atlantic City Line connects Philadelphia's 30th Street Station, Cherry Hill, Lindenwold, and Atco to points in Atlantic County. In March 2004, the NJ Transit RiverLine began operation, which provides light rail service between Camden and Trenton. NJ Transit also provides connections to Amtrak service.

Port Authority Transit Corporation (PATCO)

PATCO provides direct service between Center City Philadelphia and Lindenwold, New Jersey. The High-Speed Line makes four stops in Philadelphia: Eighth and Market where there are connections for the subway system and bus routes, Ninth/Tenth and Locust Street, Twelfth/Thirteenth and Locust Streets, and Fourteenth/Fifteenth and Locust Streets. In addition, there are nine stops in New Jersey; three serve the core city of Camden at Ferry Avenue, Broadway (connection to the Walter Rand Transportation Hub), and City Hall at Fifth and Market streets. NJ Transit and shuttle services are available at several of the PATCO stations.

Private, Community, and Nonprofit Transportation Providers

Private and nonprofit transportation providers augment the fixed-route transportation services offered by NJ Transit, SEPTA, and PATCO. While smaller in scale, these entities have more flexibility to respond quickly to new market opportunities. Appendix D provides a list of private, non-profit, and human service transportation providers in the region. Examples of these services include scheduled and demand-responsive services, employer-contracted transportation services by suburban transit and other private sector transportation companies, and commuter vanpool providers.

## Transportation Services for the Disabled Population

Being able to get a job and then keep it can be a challenge for anyone, and for persons with disabilities this challenge can be even greater. Although there are extensive public transportation networks throughout the county and region, many suburban and rural areas have little or no public transportation. In addition, they are often not always accessible or affordable. In the effort to coordinate all transportation services, the new Coordinated Human Services Transportation Plan must address transportation and other barriers to work for people with disabilities. Both New Jersey and southeastern Pennsylvania offer paratransit service through the transit agency, in addition to many nonprofit or private providers. NJ transit and SEPTA's existing paratransit routes and accessible stations are shown on Map 9.

New Jersey

There are a range of accessible transportation services in New Jersey including traditional bus and rail services, *Access Link* (NJ Transit's ADA paratransit service), community transportation services operated by counties, nongovernmental organizations and municipal governments, and medical transport vehicles and taxis.

NJ Transit operates over 150 bus routes and in some areas provides service through private companies to operate an additional 24 bus routes. According to the Guide to Accessible Services, 99 percent of NJ Transit's bus routes are accessible to persons with disabilities. Commuter routes that travel to New York or Philadelphia require advance reservations. Within NJ Transit's regional rail system, almost 60 percent of the rail stations are accessible to persons with a disability. In order to comply with the Americans with Disabilities Act of 1990 (ADA), NJ Transit operates *Access Link*, a statewide paratransit service that shadows its fixed-route bus system within a ¾ mile buffer of the existing route network. *Access Link* operates on a paid basis with routes, hours of operation, and fares that are comparable to the standard bus network. Service on *Access Link* is restricted. The following issues are considered when determining if a person is eligible to ride this service:

- The impact the disability has on the rider's ability to navigate the bus system independently;
- Whether the individual with a disability who could use the local fixed route bus system, if it had the necessary required features available;
- The impact of the disability combined with an environment that prevents the rider from getting to or from a bus stop; and
- Visitors to New Jersey who are certified ADA paratransit eligible with the transit provider in their home state.

NJTransit and SEPTA
Paratransit Services

Map 9

Legend:

SEPTA - CCT Connect
NJTransit AccessLink

ADA Accessible Stations

SEPTA
NJTransit
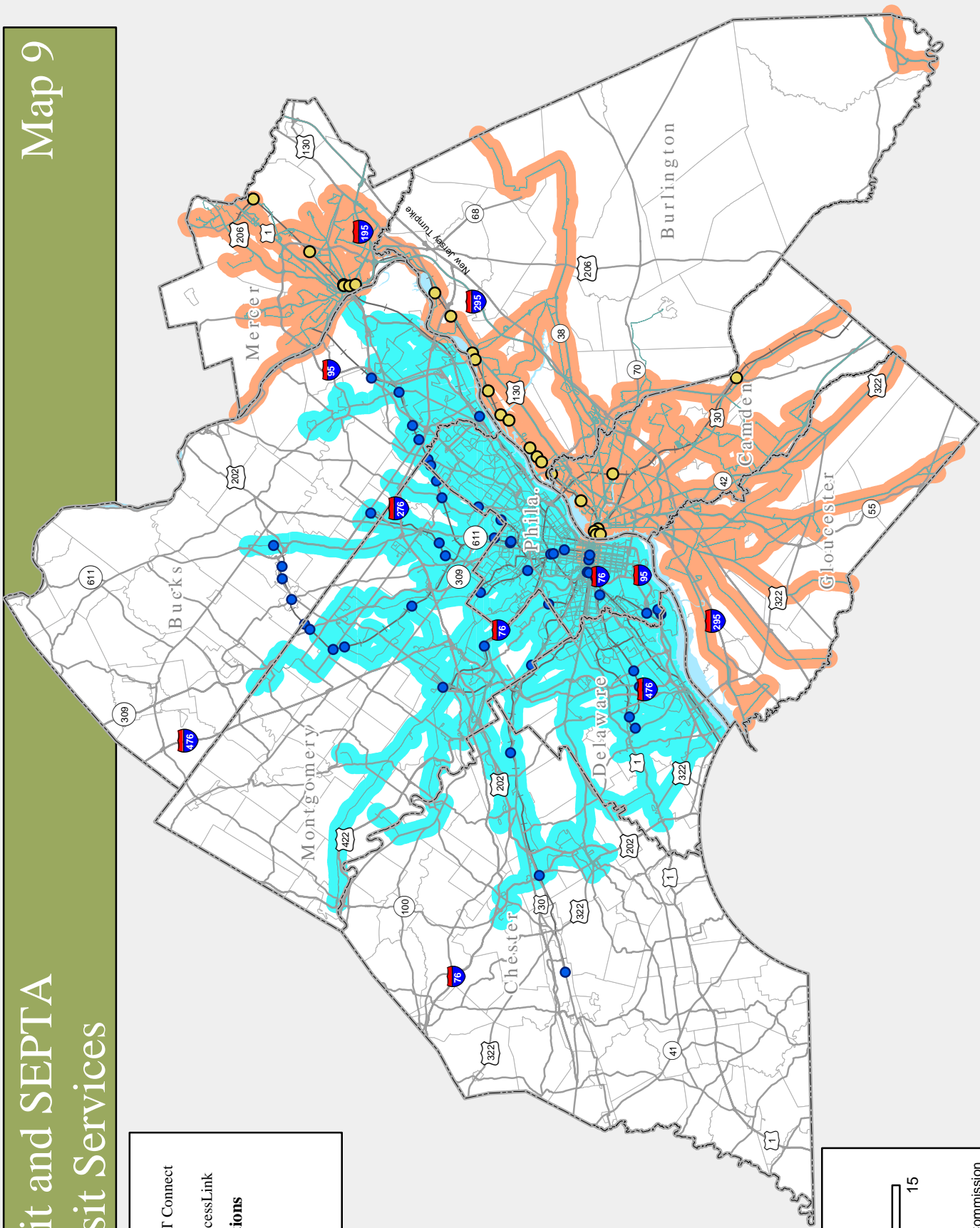
Delaware Valley
Regional Planning Commission
May 2007

Miles
0 5 10 15

N

Source: DVRPC.

In addition to the statewide paratransit service, each county in New Jersey operates a mix of transit and/or paratransit services to persons with disabilities. Funds for these county services are provided through casino revenues and the Senior Citizen and Disabled Transportation Assistance Program (SCDTRP). The state-administered Casino Revenue Fund sets aside dollars that are distributed to the counties in order to provide transportation services for seniors and the disabled. County transportation mostly relies on the SCDTRP funds, however other federal grants are utilized, such as Title III, XIX, and XX funds, Medicaid, Job Access and Reverse Commute, New Freedoms Initiative, Veterans funding, county fund, contributions from municipalities, foundation supports, donations, and fare collections. The county transit and/or paratransit program is a demand-responsive program. While these programs do have windows for pick-up and drop-off, these services often do not support scheduled work trips, although all of the county paratransit providers that receive SCDTRP funds are required to provide transportation for employment

In addition, there are over 189 private medical access vehicle (MAV) service providers that are registered in New Jersey. These services are located in urban areas and do not often serve many suburban or rural areas of the state. MAV agencies provide demand-response services. MAV services tend to provide service exclusively to Medicaid recipients and are not located in every county. As one would imagine, transit services are more accessible to disabled residents living in urbanized areas of the sate. For instance, a majority of disabled persons who are employed in Camden County live within the *Access Link* service boundary. In Burlington and Gloucester counties, the county paratransit service plays a larger

role since large parts of the county are considered rural.

Pennsylvania

There are also a range of transportation options for persons with disabilities in Pennsylvania. The largest public transit provider for this region, Southeastern Pennsylvania Transportation Authority (SEPTA), provides paratransit service to individuals with disabilities and senior citizens. In accordance with the Americans with Disabilities Act of 1990 (ADA), SEPTA provides the Customized Community Transportation Connect (*CCT* Connect) program, a federally-mandated service for people with disabilities who cannot use regular fixed-route bus services or have a special transportation need. This service area covers ¾ mile on each side of five-county regional bus and light rail routes (not including express, commute or peak hour routes. Eligibility is based on functional ability to use the fixed route transit system. All *CCT* Connect service is shared and must be reserved in advance. The *CCT* Connect program schedules over 7,000 trips each weekday. System-wide, persons with disabilities account for approximately 55 percent of service use and seniors account for approximately 45 percent. Approximately 30 percent of paratransit ridership is for suburban customers, which accounts for 15 percent of *CCT* Connect's trips each month. Delaware County posts the highest ridership with 54 percent, followed by Montgomery County with 29 percent, Bucks County with 10 percent and Chester County with 7 percent.[8] Approximately 6 percent of the scheduled service is inter-county – which is mostly Philadelphia riders moving to suburban locations.

SEPTA also operates a Shared-Ride program which is a door-to-door, advance registration rider service for senior

citizens (over 65 years old) and residents of Philadelphia. This service can bring persons to any location within 3 miles of the City boundary. The Pennsylvania Lottery Fund contributes to the operations of this program for seniors, but this service can be used by the general public at full fare with advanced registration. This service does not provide same-day medical or emergency transportation.

Service Gap Analysis for Delaware Valley Region

In order to analyze the gaps in transportation and transportation-related activities, a people and place-based approach was used. By using Environmental Justice criteria that locates people most in need, and the proximity of the regional transportation system, a larger analysis of the needs and gaps within the existing fixed-transit system can be analyzed.

Environmental Justice is concerned with the impacts of disparate funding and disparate services on defined minority and low-income groups as well as the elderly, disabled and carless (transit-dependent) populations having special travel needs. Through studies completed at DVRPC in 2001, 2002 and 2003, a thorough assessment and spatial analysis was conducted using U.S. Census data (at the census tract level) that analyzed various indicators. This analysis provides data for the following populations: poverty, non-Hispanic minority, Hispanic elderly, carless, disabled, limited English proficiency, and female head of household. The number of these factors that apply in a given census tract or municipality are accumulated to represent Degrees of Disadvantage. For example, if a census tract was found to be below the poverty threshold, has a high concentration of carless households, and a high concentration of non-Hispanic

minority households, then the tract would have three degrees of disadvantage. An analysis of quality-of-life factors was also conducted. These quality of life factors include attributes related to the proximity of the region's transportation network, including arterial highways and transit systems, as well as access to employment centers through JARC services, fixed transit service, and paratransit service.   Locations of employment, health, and childcare services were also mapped. The resulting degrees of disadvantage and quality of life factors were combined to reflect the positive and negative influences of the region's infrastructure systems and key services. This also provides a picture of what and where various populations are located that have little or no transportation services.

Map 10 shows census tracts by degrees of disadvantage for the Delaware Valley region. Most of the highly disadvantaged tracts (5 to 8 degrees of disadvantage) are located in the region's four core cities (Philadelphia, Trenton, Chester, and Camden), while most of the rural and suburban tracts have 1 to 4 or zero degrees of disadvantage. This pattern is not surprising considering the high concentration of poverty and minority populations in the core cities compared to rural and suburban areas. The core cities are not completely bereft of amenities. Map 11 shows the quality of life factors for the region. The core cities, especially Philadelphia, have the greatest concentration of highly disadvantaged tracts (5 to 8 indicators), but are well served by transit services, hospitals and employment opportunities. In general, the rural and suburban areas are not as well served as the core cities. However, it is evident that JARC services play a significant role in providing transit coverage in rural and suburban areas. For example, consider the southern portion of

Chester County on Map 11. There are four employment centers and one hospital along Route 1 and, aside from JARC services, there are no transit services providing access to them. The JARC services provide critical connections from the regional bus and commuter rail system to this area, increasing access for the transit-dependent population while helping to promote overall transit ridership and reduced traffic on local roads.

Map 12 combines the degrees of disadvantage with quality of life factors. This map shows that the highly disadvantaged tracts are well served by transit, employment centers, and hospitals. However, a few disadvantaged tracts are not well covered. In some cases, such as the highly disadvantaged area in eastern Burlington County, JARC services have enhanced the transit coverage, improving access to employment opportunities and hospitals. This analysis helps to define where future JARC and New Freedoms routes should be targeted. The information allows the TMAs, human service providers and nonprofit agencies to focus their efforts on new transit service to targeted markets. These critical connections enhance regional transit coverage and improve access to employment opportunities for transit-dependent people, the elderly, disabled and welfare recipients.

▲

Map 10

Degrees of Disadvantage, 2002
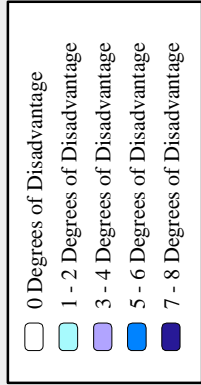
Source: U.S. Census Bureau, DVRPC.

Legend

Degrees of Disadvantage
- 0 Degrees of Disadvantage
- 1 - 2 Degrees of Disadvantage
- 3 - 4 Degrees of Disadvantage
- 5 - 6 Degrees of Disadvantage
- 7 - 8 Degrees of Disadvantage

* Degrees of Disadvantage Include:
Poverty, Non-Hispanic Minority,
Hispanic, Elderly, Carless,
Disabled, Limited English
Proficiency, and Female Head
of Household with Child.

County labels: Mercer, Bucks, Burlington, Montgomery, Philadelphia, Camden, Gloucester, Delaware, Chester

N

Miles

0   5   10   15

Delaware Valley
Regional Planning Commission
May 2007

Map 11

Quality of Life Factors, 2002

Legend:
- Hospital
- Employment Centers
- Job Access Reverse Commute Routes
- Quarter-Mile Transit Route

N

Miles
0   5   10   15

Delaware Valley
Regional Planning Commission
May 2007

Source: DVRPC.

Mercer
Burlington
Bucks
Camden
Montgomery
Philadelphia
Gloucester
Delaware
Chester

Map 12

Degrees of Disadvantage and Quality of Life Factors, 2002

Mercer

Burlington

Bucks

Camden

Philadelphia

Montgomery

Gloucester

Delaware

Chester

Legend
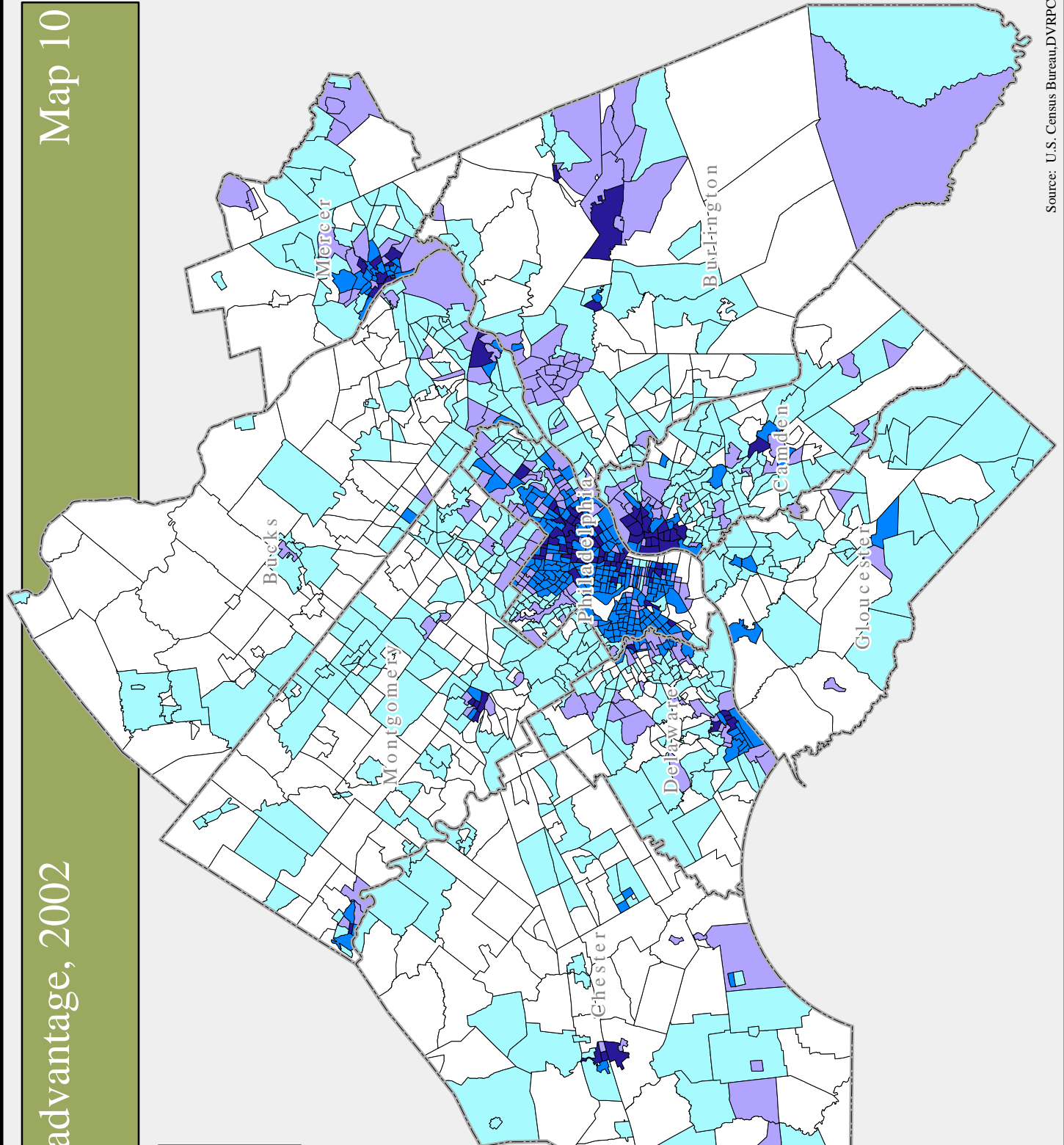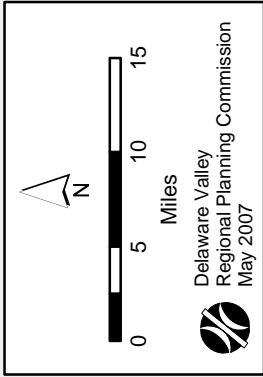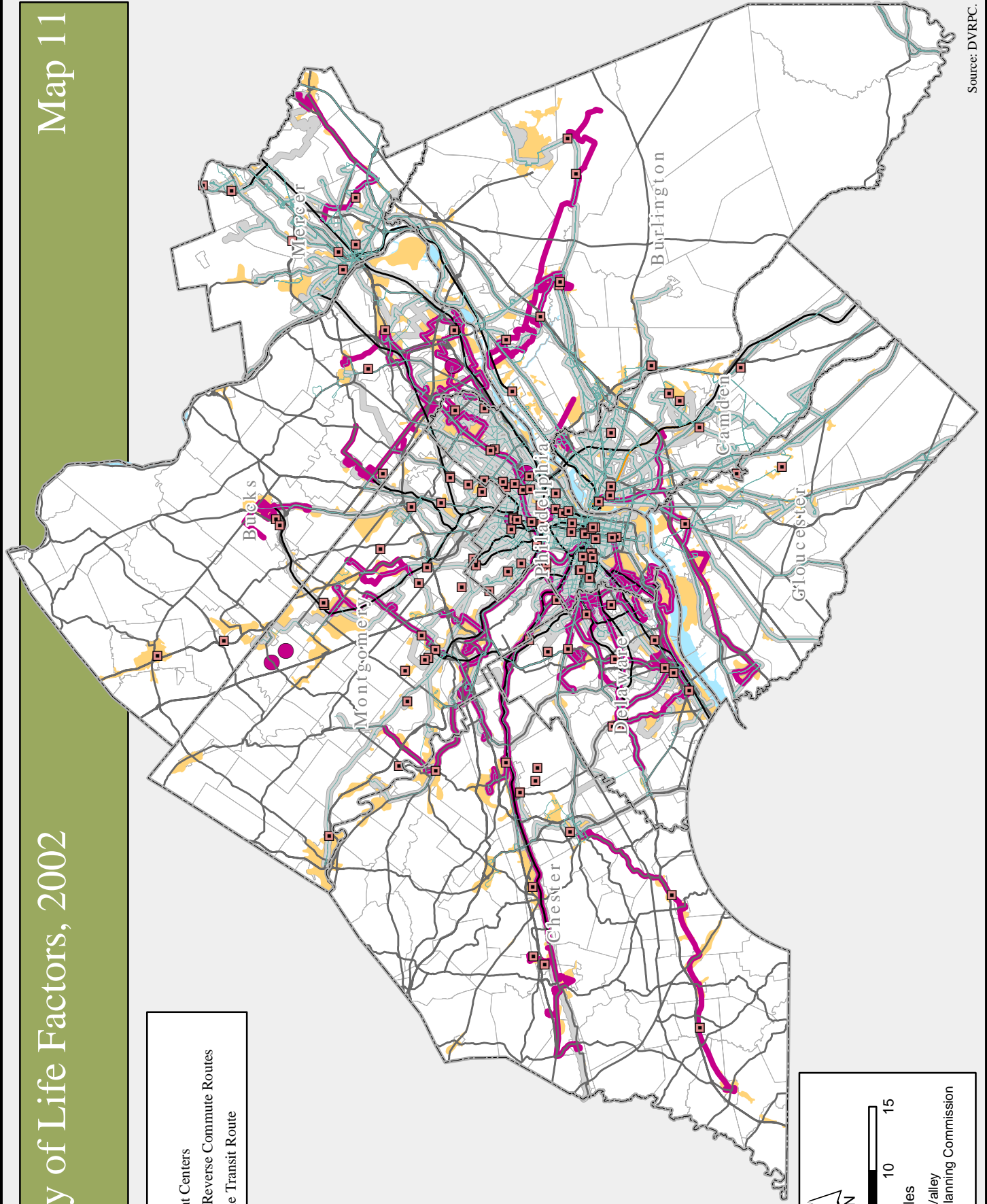
- Hospital
- Employment Centers
- Job Access Reverse Commute Routes
- Quarter-Mile Transit Route
- 0 Degrees of Disadvantage
- 1 - 2 Degrees of Disadvantage
- 3 - 4 Degrees of Disadvantage
- 5 - 6 Degrees of Disadvantage
- 7 - 8 Degrees of Disadvantage

* Degrees of Disadvantage Include:
Poverty, Non-Hispanic Minority,
Hispanic, Elderly, Carless,
Disabled, Limited English
Proficiency, and Female Head
of Household With Child.

Source: U.S. Census Bureau, DVRPC.

N

Miles

0   5   10   15
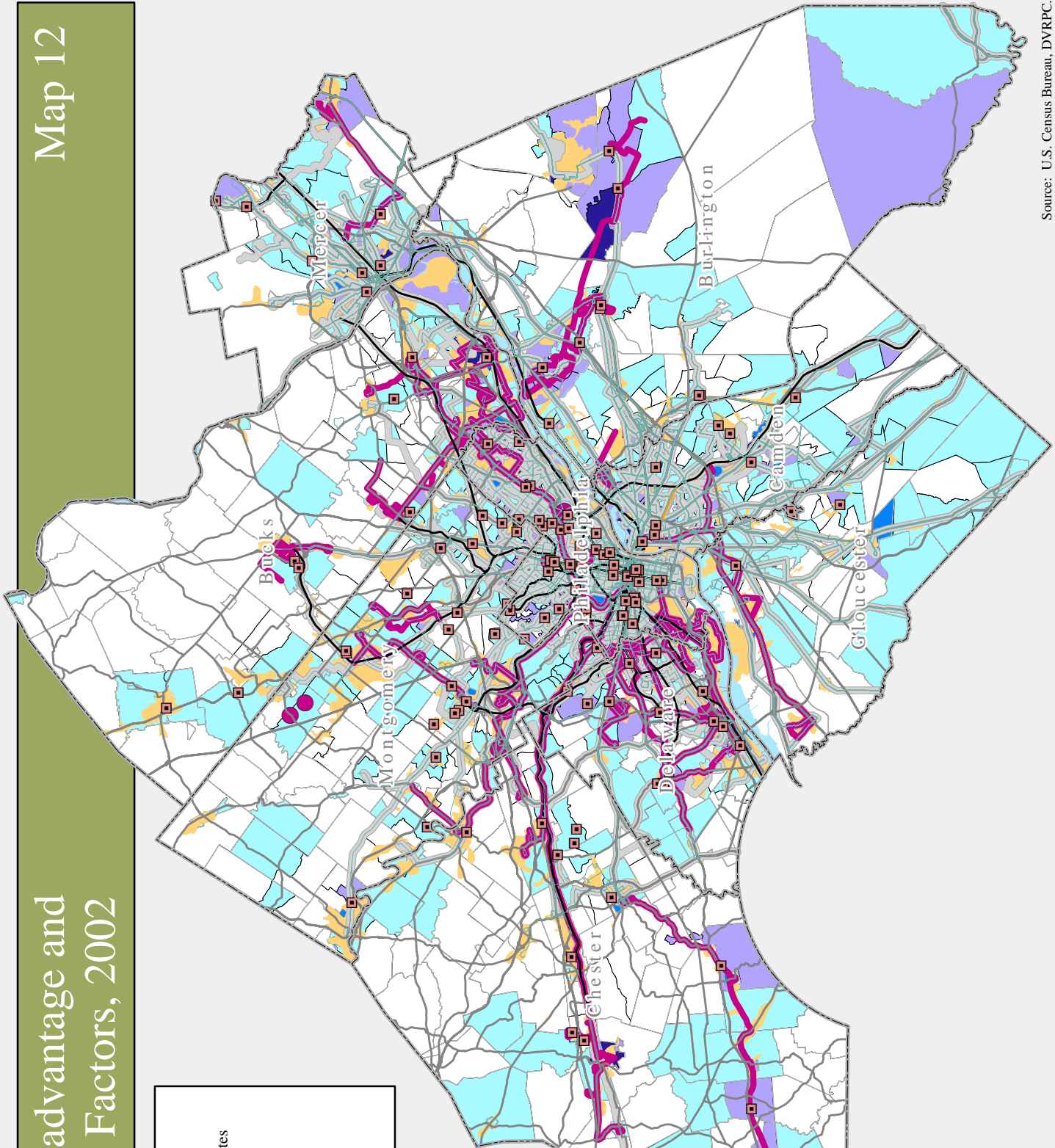
Delaware Valley
Regional Planning Commission
May 2007

Coordinated Human Services Transportation Plan

Chapter 3

Transportation and Human Service Programs

DVRPC has undertaken several initiatives − before and after the PRWORA and JARC programs were enacted − that range from employment and transit studies to developing an Areawide Job Access and Reverse Commute Transportation Plan. Additionally, federal, state, and local governments, transit agencies, and nonprofit groups have undertaken several initiatives that affect job accessibility in the Delaware Valley region, which vary from county-level access-to-jobs plans to new bus routes that fill a recognized service gap. This chapter discusses in detail the initiatives undertaken by DVRPC, including the JARC Work Program, and initiatives undertaken in Pennsylvania and New Jersey that affect job accessibility in the Delaware Valley region.

New Jersey Programs[9]

Since the implementation of New Jersey's welfare reform program, Work First New Jersey (WFNJ), New Jersey has been a leader in statewide coordination efforts to address accessibility challenges faced by low-income individuals. Through an innovative partnership of various state agencies, the Project Oversight Group (POG) was developed. The POG facilitates inter-departmental planning and assists counties and communities in developing solutions to local job access and other accessibility issues.

This state-level coordination and partnership has led to and supports several statewide transportation initiatives designed to address transportation barriers for low-income and transit-dependent individuals. The initiatives include New Jersey Community Transportation Coordination Planning, regional coordination efforts, WFNJ Transportation Block Grant, Monmouth and Gloucester County demonstration projects, New Jersey Transportation

Innovation Fund, the WorkPass and Business Pass and *Get a Job/Get a Ride* programs. Following is a detailed description of these initiatives.

NJ Transportation Coordination Planning

Since 1998, New Jersey's transportation, human services, labor, employment, and training agencies have been working together and planning at the state-level for welfare-to-work and workforce related transportation issues. Together, these agencies have provided financial and technical support to each of DVRPC's four New Jersey counties in the development and implementation of local planning efforts. These efforts have centered on forming local interagency steering committees to develop a countywide Community Transportation Plan for each county.

The framework for local coordinated planning was created at the state level, but a majority of the work has been done at the county level. The initial step was for each county to create an interagency steering committee consisting of, at minimum, members from the Workforce Investment Boards (WIBs), which are the equivalent of private industry councils, county planners, county welfare agencies, childcare agencies (organized by county), local transportation providers, and other local stakeholders.[10]

Once established, the committees defined local transportation gaps, developed strategies for addressing those gaps, and identified opportunities for increased coordination of existing transit services. Based on the steering committee findings, each county developed a Community Transportation Plan that provided a framework for the planning and development of new local transportation programs and services to improve

accessibility for low-income individuals and other transit-dependent populations.

The New Jersey Community Transportation Coordination Planning process is an ambitious undertaking for individual counties. To encourage buy-in to this process, the state has made submission of a county-level plan a *precondition* for eligibility to apply for state or federal welfare-to-work transportation implementation dollars, including funding through the FTA JARC Grant Program, the Transportation Innovation Fund, and the WFNJ Transportation Block Grant. The latter two are discussed in further detail later.

In addition to the state coordination, New Jersey has enacted a Council on Affordability and Mobility (NJCAM). Since 2004, this diverse group of transportation and human service agencies from throughout the state have been working to gather the various needs of the state and further coordinate and collaborate between all local and regional partners. This group has created a statewide survey that was distributed to each county in order to find out existing services and to analyze any duplicative services. The surveys for Burlington, Camden, and Gloucester counties have been conducted by the Cross County Connection (CCC) TMA. Mercer County has undertaken this survey individually. The results of the survey and planning processes for these four counties are explained below.

Burlington County

Burlington County's Transportation Services (BCTS) are sponsored through the Burlington County Board of Chosen Freeholders. The BCTS is subsidized by through casino revenue, state and federal grants. These funds together with county funds enable the Board of Chosen Freeholders to provide various services for the residents of Burlington County.

BCTS meets the transportation needs of eligible residents to obtain transportation assistance for non-emergency medical treatment at doctor's offices, medical centers and hospitals; shopping; personal business; social, recreation purposes and limited transportation for employment and training in residing locality.

Burlington County Transportation Services (BCTS) offers a fixed-route shuttle bus - BurLink - through the county that connects with NJ Transit buses and rail stations. Two of the nine BurLink routes are JARC-funded. BCTS also offers a curb-to-curb service for senior citizens and persons with disabilities. In addition to the BurLink shuttles, BCTS offers a BC Xpress bus service that operates between the Willingboro Town Center and Burlington County College's Willingboro and Pemberton campuses.

Burlington County's Community Transportation Plan evaluates the status of recommended transportation service alternatives, service gaps, and county priorities. BCTS has met the goals of the county plan since its last update. The following are highlights of the transportation system:

- The success of the BurLink shuttle services have reduced the need for NJ Transit Route 317 changes and created a need to plan for connecting the BurLink shuttles with light rail stops.
- Additional light rail/shuttle services will serve transit-dependent populations along the RiverLine.
- The prioritization of service alternatives remained as originally proposed with new service alternatives to foster development of light rail access for transit-dependent populations.

Under new mandates from SAFETEA-LU and the United We Ride Initiative, Burlington County will be revising their county plan to incorporate additional services for disabled and elderly persons, although the BurLink shuttles currently cater to these populations. Burlington County is working with the Cross County Connection TMA on outreach to human service and nontransportation providers to find out what complimentary services are running within their county.

Burlington County's JARC funded services are all consistent with their county priorities as well as the regional access-to-jobs plan. A list of JARC funded projects are listed in Appendix A.

Camden County

The South Jersey Transportation Authority (SJTA) operates shuttle buses and vans that bridge the gap between employers and qualified employees in Camden and Gloucester counties. The SJTA also provides assistance to employers to fill job openings from a pool of qualified workers and also help transport them to work.

SJTA shuttles provide transportation to employers in Camden, Burlington and Gloucester counties and connect to NJ Transit bus and rail stations as well as the RiverLine. SJTA has two JARC-funded shuttles: The Pureland Shuttle and *TransIT*. The Pureland Shuttle provides service from the Walter Rand Transportation Center in Camden to the Pureland Industrial Complex in Logan. This service is free and runs two times a day. The *TransIT* Link shuttle provides service from the Route 73 RiverLine station to industrial parks in Moorestown and Pennsauken. All Camden County JARC-funded activities[11] are consistent with the policies in the regional plan and are listed in Appendix A.

In addition to these fixed-route shuttle services, the SJTA, Camden County Board of Chosen Freeholders and the Camden County Veterans Office, provide free transportation services to eligible veterans to Veterans Administration medical facilities. This is a free service available to all Camden County veterans.

Under new mandates from SAFETEA-LU and the United We Ride Initiative, Camden County will be revising their county plan to incorporate additional services for disabled and elderly persons, although their are shuttles currently catering to these populations. Camden County is working with the Cross County Connection TMA on outreach to human service and nontransportation providers to find out what complimentary services are running within their county.

Gloucester County

The Division of Transportation Services (DTS) provides non-emergency, curb-to-curb services to senior citizens, persons with disabilities, veterans, and low income county residents. Service is provided to all areas of Gloucester County, with limited service to Camden, Cumberland, and Salem Counties, and portions of Philadelphia.

Gloucester County has 3 JARC-funded transportation services: Pureland Shuttle, Literacy Program Service and Service along I-295. The Pureland Shuttle connects to PATCO and the RiverLine and is offered two times a day. All Gloucester County JARC-funded routes are consistent with the goals of the regional plan and are listed in Appendix A.

Gloucester County's rural/suburban nature has made fixed-route service difficult to provide. As such, Gloucester County DTS works with the Gloucester County WIB and Gloucester County Board of Social Services to identify low-income

residents who are looking for work and live outside of traditional public transportation options. Gloucester County's Literacy Program transportation service is served by private transportation providers under contract to Gloucester County. Since this is a gap service, there is little coordination under this program.

In addition, Gloucester County Transportation and the Gloucester County Board of Chosen Freeholders provide free transportation services to eligible veterans to Veterans Administration medical facilities. This is a free service available to all Gloucester County veterans.

Under new mandates from SAFETEA-LU and the United We Ride Initiative, Gloucester County will be revising their county transportation plan to incorporate additional services for disabled and elderly persons, although their are shuttles currently catering to these populations. Gloucester County is working with the Cross County Connection TMA on outreach to human service and nontransportation providers.

Gloucester County was ahead of most when it came to developing solutions to welfare-to-work transportation barriers. A year before New Jersey formally launched the County Transportation Coordination Planning Process, Gloucester County established a broad-based Transportation Committee that included key state (NJDOT, NJ Transit, NJDHS) and county (Family Development, Board of Social Services, Planning Department, Special Transportation) agencies as well as several local elected officials. While many people were involved in this effort, it is noteworthy that the primary champion of the Transportation Committee was the Gloucester County Family Development Coordinator, rather than a representative of the transportation community.

The most ambitious of Gloucester County's access-to-jobs projects is the development of a feeder service using its existing paratransit vehicles for WFNJ participants who need transportation to work, training, or job search-related activities. The Gloucester County demonstration program was funded through a grant from NJ Transit. While early ridership numbers were below expectations, the creation of the feeder virtually eliminated transportation as a real or perceived barrier to work.

Mercer County

Mercer County's transportation services are provided through the Workforce Investment Board, the Greater Mercer Transportation Management Association, and NJ Transit. Mercer County has one JARC-funded route, the Route 130 Connection service which provides transportation from Hamilton Township through Washington Township, East Windsor, and Hightstown. NJ Transit provides transportation throughout the County, through bus and rail service. The Route 130 Connection complements Mercer County's existing TRADE transit program, whose mission is to service senior citizens, the disabled and other populations for whom transportation is often a barrier to a better quality of life.

Mercer County's TRADE program provides non-emergency transportation to county residents who are elderly and to people with disabilities. TRADE Transportation is accessible to all eligible residents of Mercer County, including seniors (age 60+) and people with disabilities.

Under new mandates from SAFETEA-LU and the United We Ride Initiative, Mercer County will be revising their county transportation plan to incorporate additional services for disabled and elderly persons, although there are shuttles

currently catering to these populations. Mercer County is working on outreach to human service and nontransportation providers in cooperation with DVRPC.

Work First NJ (WFNJ) Transportation Block Grant Program
NJ Department of Human Services (NJDHS) developed this program to divert all cost savings resulting from participating in the WorkPass Program to the respective WFNJ county agencies. The purpose of the program is to fund transportation alternatives that meet needs that cannot be met through the issuance of a monthly transit pass. The program has provided funds to WFNJ county agencies for projects identified in the Community Transportation Plans. Potential projects include operation of fixed and flexible transit routes, auto-ownership and driver licensing programs, and the development of transportation brokerage systems. Demonstration projects in Gloucester and Monmouth Counties were funded through this program.[12]

Transportation Innovation Fund
New Jersey's Transportation Innovation Fund (TIF) provides competitive grants to public and nonprofit organizations for new or expanded transportation services. Projects that receive TIF grants must either be included in a county's Community Transportation Plan or have the support of the county's interagency transportation steering committee.

Work Pass and "Get a Job. Get a Ride!" & Extended Work Pass Programs
NJ Transit created a WorkPass Program to help WFNJ participants overcome barriers to using transit. In addition to offering transit training for county welfare agency staff, the WorkPass program provides monthly bus, rail, or light rail passes to WFNJ participants for job search, training, and other kinds of travel. The WorkPass

Program is based on NJ Transit's Business Pass bulk sales program for employers. NJ Transit also facilitates the "Get a Job. Get a Ride!" program, which provides one month of free travel on any NJ Transit service to any participant leaving WFNJ. This New Jersey initiative recognizes the importance of the affordability issues and the need for continued support services for persons making the welfare-to-work transition.

All counties can buy monthly passes and one-way tickets in bulk from NJ Transit. In addition, the WorkPass Program has been extended for the newly employed. Under the Extended WorkPass Program, county welfare offices can provide six monthly checks to former clients. The checks are payable to NJ Transit and in the amount of the cost of the monthly pass that individual requires.

<u>Pennsylvania Programs</u>

There is no Pennsylvania equivalent to the New Jersey County Transportation Coordination Planning Process. In contrast to New Jersey's state-initiated framework, access-to-jobs activities in southeastern Pennsylvania are driven primarily by SEPTA, the counties, and individual Transportation Management Associations (TMAs). In addition to providing a majority of the required matching funds for JARC routes, the Pennsylvania Department of Public Welfare (DPW) has also collaborated with a number of organizations on several transportation initiatives. These initiatives, including those by SEPTA, counties, TMAs, and DPW, are discussed below.

Department of Public Welfare
In September 1998, the Pennsylvania Departments of Public Welfare (DPW) and Transportation (PennDOT) announced a competitive, Welfare-to-Work Transportation Demonstration Program,

with a total of $1.2 million for up to 10 grants. The purpose of the new program was "to foster local partnerships to demonstrate creative/effective methods of ensuring transportation services for TANF recipients as they enter the work force and sustain employment."[13]

The intent of this new program appeared to complement the existing federal program sponsored by the Department of Labor and a program sponsored by the Federal Transit Administration. However, further coordination with the Pennsylvania Department of Transportation revealed that the program's enabling legislation categorically excluded projects serving welfare populations in Philadelphia and Pittsburgh.

Under the FTA's JARC program, initiated in 1999, funding was expanded to include Philadelphia and Pittsburgh. The Department of Welfare (DPW) has provided all of the matching funds for JARC projects in Pennsylvania. Because of the targeted population for JARC services-welfare recipients, this guaranteed match has played a critical role in securing FTA JARC funds. The Department of Public Welfare continued to provide JARC matching funds through FY 2003.

Reverse Commute and Off-Peak Services

In response to shifting employment patterns and ongoing job decentralization, SEPTA found ways to serve the emerging employment centers throughout the region. By 2000, 21 percent of SEPTA routes were prevailing reverse-commute routes. This total includes 28 bus routes and the Route 100 Norristown High Speed Line that collectively serve 25,000 riders. Together these trips amounted to about 4 percent of overall system ridership. In addition to implementing reverse commute initiatives, SEPTA also

implemented several off-peak service initiatives, which provide employment access during nontraditional work hours (such as early morning or late night).

Since many jobs that people of lower-income groups are qualified for require employees to work nontraditional hours, these off-peak service initiatives are critical to improving their access to employment. Examples of reverse commute and off-peak services implemented by or in coordination with SEPTA include the "200 Series" bus routes, which function as extensions of the regional rail system and the Route 206 bus, which meets designated R5 trains from Philadelphia at the Paoli regional rail station and follows a 20-minute route to serve employment destinations in and around the Great Valley Corporate Center. In the event of a train delay, Route 206 buses wait at the station until the connecting train arrives. Route 206 also connects at Paoli Station with R5 trains from Downingtown, with Route 92 buses from King of Prussia and West Chester, with Route 118 buses from Chester, Media, Newtown Square and King of Prussia, and with Route 105 buses from the 69th Street Terminal in Upper Darby.

Over the past seven years, SEPTA has utilized JARC funds to expand or begin new reverse commute and off-peak services that improve employment access for lower-income groups and TANF participants. Details regarding these and other JARC-funded services that SEPTA has enhanced, expanded, or begun are provided in Appendix A.

Customer Information and Outreach

SEPTA facilitates an information program that focuses on how to use the system including route, service, and fare information. The transit authority has run several transit training sessions reaching approximately 150 caseworkers and job-

placement professionals. Eight neighborhood-specific, as well as multilingual "How to Ride Guides" for reverse commuting have been published and distributed through negotiations and partnership with the Department of Public Welfare (DPW) for a variety of human services and job placement outlets.

<u>Affordability Programs</u>

Compass and TransitChek Programs

In addition to investing capital and operating dollars in new or enhanced services, SEPTA actively participates in two discount programs to address affordability barriers. SEPTA's commuter pass or "Compass" program is an employer-based program that provides a 5 percent discount off the cost of a monthly TransPass or TrailPass. New employers participating in the "Compass" program are required to match SEPTA's discount at an additional 5 percent. Discounts beyond that level are optional with employees eligible for up to $110 a month. Transit passes are distributed at the place of employment.

DVRPC administers the region's TransitChek program. TransitChek transportation vouchers can be redeemed for SEPTA tokens, passes, and tickets as well as for rides from participating vanpools and other transit providers including PATCO, NJ Transit, Amtrak, DART and other regional operators such as Red Rose in Lancaster County and CAT in Harrisburg. Employees obtain vouchers from their employers on a monthly or quarterly basis in various denominations. In addition, the amount an employer spends on TransitChek is tax-deductible and exempt from FICA, Workers Compensation/ Disability Insurance, pension, payroll, or unemployment taxes. More than 500 employers across the Delaware Valley

currently participate in the TransitChek program.

In 1998, federal legislation broadened TransitChek eligibility by creating a pretax salary reduction option for TransitChek purchases. This meant that employees of participating companies became able to use pretax dollars to purchase TransitCheks. Because dollars used to buy TransitCheks are exempt from federal taxes, typical tax savings were and continue to be substantial, equaling approximately 40 percent of the value of the salary used to purchase them (where the savings is comprised of foregone federal and Delaware state income taxes plus employee-paid FICA). The maximum tax-free transit benefit remains the same, which is currently $110 a month regardless of whether employee dollars, employer dollars, or a combination of the two are used to buy TransitCheks.

Delaware County Collaborative

Although there is no formal state-driven coordination process in place, a collaboration of partners that resembles (and in some ways goes beyond) the New Jersey model was created in Delaware County. The Delaware County Assistance Office has provided the leadership for the effort along with strong support from the Delaware County Transportation Management Association (TMA), the Delaware County Housing Authority, and other stakeholder groups. Unlike the New Jersey transportation-specific process, the Delaware County collaborative is addressing more than just transportation issues. General meetings are held on an as-needed basis with most of the work occurring in smaller subcommittees. Current subcommittees include transportation, business, community, childcare, and public relations. One of the first projects to emerge from this process was a transportation demonstration project called the QuickSilver Express providing

service from the City of Chester to employers in western Delaware County on Routes 1 and 352. Launched in February 1998 by the Delaware County TMA, this tailored subscription service meets the morning, afternoon, and late night shifts of area employers. The service began with the financial support of two major employers, Brinton Manor and the Sleighton School, which operated around the clock and were not accessible by existing SEPTA bus, trolley, or rail service. By working cooperatively with the TMAs, employers' transportation needs are reliably met and at lower cost than they could achieve individually. This demonstration project is now a permanent service and has evolved and grown since its inception. There are currently three shuttles (QuickSilver 1, 2, and 4) that serve various employers.

City to Suburbs Commuting Project
In December 1996, the United Way of Southeastern Pennsylvania issued a request for proposals for a one-time $300,000 grant to help welfare recipients residing in Philadelphia obtain jobs and commute to suburban employment centers. Eligible uses of funds included job placement, transportation, and job retention support services. More than 100 organizations attended an Applicants Forum held in January 1997 demonstrating strong community interest. Organizations with expertise in a single area of welfare-to-work (e.g., placement) were encouraged to jointly apply with other kinds of groups (e.g., transportation).

The grant was awarded to the Greater Philadelphia Urban Affairs Coalition (GPUAC) for its City to Suburbs Commuting Project. The specific goals of the one-year project were to place and transport a minimum of 145 welfare recipients to suburban jobs, provide support services to ensure that at least 102

of the 145 placements were still working after 90 days, and raise funds to continue the project after the end of the demonstration period.

SEPTA provides the primary mode of transportation and a portion of the funding was used to provide transit subsidies for the first three months (50 percent for the first month, 50 percent for the second month, and 25 percent in the third month). The project utilized private van service in cases where public transportation could not get clients to work on time, took longer than one hour, or when public safety issues arose for clients working second or third shifts. GPUAC purchased and operated three 15-passenger vans as part of the project.

The majority of GPUAC's placements were made with employers in eastern Montgomery County with special focus on the Route 309 corridor. GPUAC established partnerships with the City of Philadelphia and other organizations and was able to continue the program through the JARC grant program. The program was a success and as a result the City to Suburbs Commuting Project was diversified to serve other populations, including refugees and the homeless.

Greater Philadelphia Works Transportation
Greater Philadelphia Works (GPW) was Philadelphia's two-year, $54 million effort to place 15,000 TANF recipients in jobs. In addition to intensive job placement and support services, GPW included a transitional work program, childcare and wage subsidies, transportation assistance, and services for the homeless and persons with substance abuse problems. GPW's $1.2 million transportation component was designed to improve job access, support job retention, and promote job development. It featured the following components:

Expanded Public Transit to Improve Job Access

The City of Philadelphia and SEPTA worked together to bring about significant improvements to transit service in major employment centers. Changes implemented in 1998 include new express buses and improved service to businesses in and around the Philadelphia International Airport and a 25 percent increase in service to King of Prussia. More than $1.3 million in access-to-jobs projects for Philadelphia residents were proposed for Federal Transit Administration funding in FY 1999.

Transitional Transit Subsidies: SEPTA Pass Program

Although welfare recipients are eligible for transportation allowances from the Department of Public Welfare during job search or training, clients are on their own once they get a job. In order to promote job retention and economic self-sufficiency, GPW provided four weeks of SEPTA city TransPasses or suburban TrailPasses spread out over two months to GPW customers who got a job and were working at least 20 hours a week. This transitional transit subsidy helped new workers adjust to the workforce and to learn to manage their budgets.

Emergency Ride Home

For many single parents, the biggest obstacle to accepting a job outside of their neighborhood or to be dependent on public transit, is the fear of being unable to respond to an emergency, especially one involving a sick or injured child. GPW addressed this fear with an "emergency ride home" program that gives workers a swift ride home in the event of a medical or family crisis.

Transit Information Center

Each of the seven GPW Regional Service Centers were established and equipped with a Transit Information Center to provide transit resources to assist with job search and job placement activities. In addition to SEPTA timetables and system maps, each center featured customized maps that show suburban transit routes and the location of major suburban industrial parks and other major employment centers.

Transportation/Jobs Roundtable

The goal of these monthly roundtables was to bring GPW job developers and transportation experts together to identify transit-accessible entry-level jobs and help improve job access. This process created an opportunity to work with SEPTA on route and schedule modifications. DVRPC coordinated this process under contract to GPW, and included SEPTA and the suburban TMAs.

Transportation Management Associations (TMAs)

As previously discussed, access-to-jobs and reverse commute planning in Pennsylvania is primarily done by the individual counties and the TMAs. Each county is served by a TMA or county equivalent. The key players in the JARC program for this region have been: Bucks County TMA, Greater Valley Forge TMA, Delaware County TMA, the Partnership TMA, TMA of Chester County, and various smaller nonprofits such as Impact Services Corporation and GPUAC (See Appendix A). These agencies work to fill the transit gaps that are a problem in the outlying suburban and rural areas of the county. Their efforts are coordinated with local, county, and state-level governments as well as DVRPC.

Bucks County TMA (BCTMA)

The Bucks County Transportation Management Association (BCTMA) provides transit within and around the Lower Bucks County area. BCTMA operates seven JARC-funded routes:

Bristol RUSH, Street Road RUSH, Bensalem RUSH, Warminster RUSH, Newtown RUSH, and the Doylestown DART (weekday and weekend). The Doylestown DART connects the SEPTA R5 Doylestown train station to the Heritage Center to the North and Grundy Hall to the south via Route 611 and Route 202. Other stops along this route include shopping centers, Delaware Valley College, and senior citizen centers. The Doylestown Dart provides morning and evening peak hour trips and runs six-days a week.

The Warminster RUSH provides shuttle service between the SEPTA R2 Warminster train station and businesses along Jacksonville Road and Almshouse Road in Warminster, Northampton, Ivyland, and Southampton. Stops along this route include shopping centers, the Warminster Industrial park and the North American Technology Center. This service runs five days per week. The Street Road RUSH provides service between the SEPTA R3 Trevose Station to points along Street Road in Bensalem, Lower Southampton, and Upper Southampton. Stops include the Southampton Estates, CHI Institute, and the Southampton Industrial Park.

The Warrington RUSH is a peak-hour shuttle that links the SEPTA R2 Warminster Station and business and industry along Mearns Road and the Street Road Corridor between Jacksonville Road and Route 611 in Warminster and Warrington Townships. Additional service areas include Creekview Center, Mearns Industrial Park, and several retail centers and smaller independent businesses along Street Road. Connections are also made on SEPTA Routes 22 and 55, allowing for access to jobs from areas served by these buses.

The Newtown RUSH connects the Newtown Business Commons (Newtown Township), Holy Family University, ICT Group's numerous Newtown-area locations, and Lockheed Martin with SEPTA R3 commuter rail service from Philadelphia and West Trenton at Woodbourne Station. The Newtown RUSH currently operates only during peak commuting hours however; the TMA is anticipating a need for late evening service at ICT group, Holy Family University, and LaSalle University.

The Bensalem RUSH connects the SEPTA R7 Cornwells Heights Station and the Philadelphia Park Racetrack. An estimated 2,000 jobs have been made available with the opening of slots at Philadelphia Park Racetrack in January 2007. Most of these jobs are semi-skilled and unskilled, hourly labor positions that will be filled by individuals who live in Philadelphia and seek transit-accessible employment in Bucks County. The transit connection provided by the Bensalem RUSH will be vital to employer and employee alike.

The Bristol RUSH is a short line shuttle operating during morning and evening peak hours and, provides a direct connection between the SEPTA R7 stop in Bristol and employers.

Greater Valley Forge TMA (GVFTMA)
The Greater Valley Forge Transportation Management Association (GVFTMA) provides transportation to portions of Montgomery County and promotes smart growth principles to improve the quality of life in this part of the region. GVFTMA provides one JARC-funded route: the Suburban Link. This service has been expanded since 1999 and now covers the area from King of Prussia to Collegeville, via Phoenixville. Service connects with SEPTA through the Route 100 Light Rail and Bus Route 95,124,124 at the Gulph

Mills Station, the King of Prussia Transportation Center through SEPTA Routes 99,118,123,124,125, and 133, Phoenixville through Bus Route 99, and Collegeville through Bus Route 93. The Suburban Link provides peak hour service in the morning and evenings, five days per week.

Delaware County TMA (DCTMA)

The Delaware County TMA (DCTMA) provides transportation services throughout Delaware County and promotes job retention for low-income persons. DCTMA has three JARC-funded routes: the QuickSilver I, II, and IV. The QuickSilver I provides service to Fair Acres and Brinton Manor for those employees from Chester City. The QuickSilver II provides service to Fair Acres for employees from Darby, Sharon Hill, Upper Darby, Lansdowne, and Media. The QuickSilver IV provides service to the UPS Center at Philadelphia International Airport for employees from Chester City.

The Partnership TMA (PTMA)

The Partnership TMA provides various transportation services, as well as employee assistance to various businesses and individuals in eastern Montgomery County. PTMA works with community leaders on mobility management, air quality, educational programs, and services for the elderly and disabled. PTMA works closely with SEPTA, TransNet, and the Montgomery County Department of Aging and Adult Services to promote healthy lifestyles for elderly persons and the disabled, and helps find transportation service for these populations. The PTMA has an extensive network of community partners and meets with them quarterly to discuss transportation needs.

PTMA currently runs only one JARC-funded service: the Ambler HOP. The Ambler HOP, which began in June 2004, provides service from the Ambler train station to the Abramson Center in Horsham, Monday through Friday. PTMA also runs municipal "Community Coaster" that serves the municipalities of Lower Salford, Franconia, Telford, and Souderton. This service runs during peak hours and provides service to area shopping centers and transit stops.

TMA of Chester County (TMACC)

The Transportation Management Association of Chester County (TMACC) provides transportation and work-related services to business and individuals in southern Chester County. TMACC runs two JARC-funded routes: The *SCCOOT* Bus and the Coatesville Link. The *SCCOOT* Bus provides transit service between Oxford and West Chester, via Route 1 and Route 52. Stops along this route include several large employment and educational institutions such as Lincoln University and West Chester University, various shopping centers, and medical centers. The Coatesville Link was recently expanded to improve job access in western Chester County. Original service provided transit from the City of Coatesville to Parkesburg, as well as other areas of Philadelphia via the Krapf's Coaches "A" Bus. The new extension now provides service to the new Wal-Mart Center. The Coatesville Link operates six-days a week and provides service during early morning, peak, and evening hours.

Cross County Connection (CCCTMA)

The CCCTMA address mobility issues in Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Salem counties. The Cross County Connection is a non-profit organization and partners with NJDOT, NJ Transit, and the Federal Highway Administration to provide solutions to transportation problems for counties, municipalities, employers, and

commuters. CCCTMA provides information on shuttle and bus services, telecommuting, as well as nontraditional transportation alternatives such as biking and walking.

Greater Mercer County TMA

Established in 1984, the Greater Mercer County TMA (GMTMA) provides a variety of commuter and mobility options. GMTMA works with community groups as well as other organizations such as the Central Jersey Forum and NJ Transit to find other transportation alternatives for the Route 1 corridor, such as Bus Rapid Transit (BRT). GMTMA also provides a Senior Citizen Rideshare Program that matches volunteer drivers with senior citizens who need a ride to routine medical appointments, shopping, social or recreational appointments. Most recently, the GMTMA has been a partner in the Capitol Connector and ProjectPower Programs. In both projects, private and public sector employers are given electric cars for their employees to use between the train station and the office. Employees pick up their vehicles at the station each morning and use them to carpool to the office. At the end of the workday, the employees return the vehicle to the train station where charge boxes have been installed for overnight charging. The cars are then fully charged each morning. These projects also involved the New Jersey Department of Transportation (NJ DOT), NJ Transit, participating employers and state agencies.

Nonprofit Agencies

Impact Services Corporation

Impact Services Corporation has been involved in the JARC program since 1999 and currently has one JARC-funded route: Get Me to the Job on Time (JOT). JOT provides service from North Philadelphia to employers in Lower Bucks County and Eastern Montgomery Counties. Employers

participating in this service include Lockheed Martin, BFI, and Holy Redeemer Hospital. Service is provided five days per week during morning and evening peak hours.

Greater Philadelphia Urban Affairs Coalition (GPUAC)

GPUAC is a nonprofit organization within the City of Philadelphia that provides many services such as education, workforce development and transportation. Continuing its work from the City to Suburbs Grant, GPUAC provided three different JARC-funded services in Western Montgomery County along Routes 309 and 3 serving Moyer Packing and Sharp, Route 1 in Montgomery and Bucks County as well as a placement and retention program. This service provided one trip a day within Bucks County. GPUAC mainly services Philadelphia residents and works with many community partners such as the Philadelphia Workforce Development Corporation and the Transitional Work Corporation. In February 2007, service routes provided by GPUAC were discontinued due to low ridership however; GPUAC continues to facilitate their placement and retention program. This program enables GPUAC to help people find jobs and connects them to the transportation service that will best suit their needs.

Philadelphia Unemployment Project

The Philadelphia Unemployment Project (PUP) is a member organization of low-wage workers and the unemployed provides *Commuter Options*, a transportation service for inner-city workers to suburban job locations. The Commute Options program currently has 20 vanpools transporting nearly 100 hundred workers to jobs in suburban locations. The *Commuter Options* program will be expanded in 2007.

Nontraditional Transportation Initiatives

Many TMAs and counties have begun to explore supplementing traditional fixed-route bus and feeder services with nontraditional ways of providing service. While there has been several demand-responsive service initiatives pursued through the JARC program, other alternatives, such as bicycles or car sharing, have not received much attention but could prove to be useful in reducing transportation barriers. For example, expanding programs based on bicycles; particularly for job access in urban settings (i.e., promotion of bikes-on-trains activities) can provide a valuable link between transit and place of residence, place of employment, and/or other destinations, while offering a mode of transportation. SAFETEA-LU includes a Transit Enhancement Activity Program for "bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles.[14]"

To look at an example from the Delaware Valley region, in Camden County, the largest intermunicipal flow of bicycle commuter trips was from low-income neighborhoods in Camden city to the large industrial parks local in adjacent Pennsauken Township-constituting a relatively high bicycle mode split of one percent for this origin/destination pair. With the availability of bicycles for the region, this may be a low-cost alternative. After the passage of state legislation regarding the use of bike racks, SEPTA proceeded with the purchase and installation of bicycle racks for all 74 Frontier Division buses that serve the suburbs.

In addition to bicycle-based initiatives, exploration of car sharing programs could enhance the flexibility of transportation programs. Car sharing has the potential to provide low-income persons with access to a vehicle at a more affordable cost than vehicle ownership. The PhillyCarShare Program may also be an option for people living in Philadelphia who need to get to work at suburban locations. To use this service, it only costs 50 cents per mile, including gas, an hourly fee of $3, a one-time application fee of $25, and a $10 per month membership charge. This allows the use of a car without the worries of insurance, maintenance, and car payments. This also provides transportation to perform other transportation trips for medical, social, and recreational uses.

Coordinated Transportation Strategies

To help improve transportation options and provide better service to transportation-disadvantaged rider services, better coordination and collaboration is essential. Part of the CHSTP process is to improve the flexibility of the system in order to meet the demands of transportation-disadvantaged riders. There are a range of strategies and services that can help make transit easier to use for targeted populations.

Managing and operating services can be done through many ways. A transit provider may own and operate its own vehicles, employ the drivers and mechanics, and manage the entire system. Or, as done with a majority of JARC-funded agencies in the Delaware Valley, a provider may contract for service management, operation or both. The most comprehensive coordination of the transit system involves the consolidation of both operations and service delivery into one. There are several categories that can be used to describe coordinated systems: the lead agency, brokerage, and administrative agency models. These categories can vary based on the needs

and resources of the geographic area, and the best solution for a coordinated system may involve elements of each one.

Lead Agency Model

In this type of coordinated system, one agency handles all the functions associated with transportation services such as administration, scheduling, dispatching, operations and maintenance. The lead agency is either a human service agency that is responsible for a variety of programs and services, including transportation, or it is a nonprofit that is responsible for transportations services only. Placing responsibility for transportation services with an existing human services agency can be advantageous when there is low demand or resources that can justify the creation of a new lead agency.

Brokerage Model

A brokerage model involves using an intermediary organization that contract with a sponsor agency to provide transportation and then subcontracts with a variety of public, nonprofit, or private carriers to operate the service. Transportation brokers are sometimes referred to as mobility managers and may be a public agency, a private nonprofit organization, or a professional management firm.   While brokerage involves the centralization of some or all transportation functions, it may be modified to meet the demands of the customer. Brokerages can fit into one of four models: centralized, decentralized, hybrid or partial. They are distinguished based on the roles that the broker plays in trip reservations, scheduling, and vehicle operations.

- Centralized brokerage – all trip reservations and vehicle scheduling are performed by the broker.
- Decentralized brokerage – basic administrative/management functions are performed by the broker. These

---

Strategies to Increase Mobility

Travel Training Programs – used to help seniors or disabled persons learn to use fixed-route transit service independently.

Vouchers/Transit Passes – are given to agency clients so they are able to use transit services free of charge or for a discounted amount.

Service Routes – tailor service for particular groups of riders by operating between key residential areas and popular destinations.

Deviated Fixed-Route Services – connect residential areas with popular destinations and offer a higher level of assistance for individuals who need it by making door-to-door stops.

Demand-Responsive or Paratransit Service – operated on a flexible schedule and offers a high level of assistance to riders. This often refers to wheelchair-accessible, dial-a-ride, or small buses and vans.

Volunteers – will drive private automobiles as a way of providing service. Individuals who provide the ride can earn credits toward future riders for themselves.

Subsidized Taxi Programs - enable elderly and disabled persons to make trips with participating taxi providers at a reduced fare, with sponsoring agencies making up the difference between the fare and cost of the trip.

Automobile Ownership Programs – make private automobile ownership more affordable for individuals with mobility needs. In a number of states, TANF funds are used to support auto financing or vehicle donation programs in order to help transitioning welfare recipients to purchase a vehicle.

Source: Transportation Research Board, 2004

often include procurement, accounting, quality assurance, and customer relations.

- Hybrid brokerage – combines the centralized reservations and decentralized scheduling. The broker is responsible for receiving customer requests and assigning trips to providers, who then develop their own vehicle schedules.
- Partial brokerage – there is some direct vehicle operations as well as centralized reservations and scheduling by the broker. The broker is often a nonprofit or human service agency that is already responsible for providing transportation and related administrative management services.

Administrative Agency Model

In an administrative agency model, one entity, usually a public agency or transit authority is responsible for all coordinated transportation services. Variations of this model often incorporate the lead agency and brokerage models. Although the administrative agency has the overall responsibility for the provision of service, it may contract with a lead agency or broker to perform certain functions. Coordinating transportation services through an administrative agency can provide more access to public funding for services. This model often provides the most stability of all the coordination models. Historically, this model has served the Delaware Valley region whereas SEPTA managed the overall JARC program and subcontracted out certain functions. ▲

Coordinated Human Services Transportation Plan

Chapter 4

Strategy and Outreach

As the MPO for the nine-county region, it is DVRPC's role to provide a Coordinated Human Services Transportation Plan and recommend applicants and projects that should receive funding through the Job Access and Reverse Commute program, New Freedoms Initiative, and Section 5310 to the DVRPC Board . Our region is comprised of urban and rural counties, fixed-route systems, and demand-responsive systems, as well as large countywide transportation initiatives versus small, transportation management association (TMA)-led initiatives.

The Delaware Valley region's adopted 2007 Coordinated Human Services Transportation Plan (CHSTP) presents a strategy developed in coordination with various transportation, workforce and human service organizations, nontraditional transportation providers and other interested partners in Pennsylvania and New Jersey. The overriding goal of this strategy was to eliminate transportation barriers that make it difficult for welfare recipients, persons with disabilities, the elderly, and other transit-dependent individuals to find and maintain employment, as well as access to employment and other necessary trips.

This section lays the foundation for the CHSTP services for the region. Participation and coordination in this process was vital, as this revised strategy will serve as the basis to select JARC, New Freedom, and Section 5310-funded projects for the five-county southeastern Pennsylvania region and four-county southern New Jersey region.

Regional Strategy Development

DVRPC recognized the need for collaboration and full participation from human service and transportation providers since the beginning of the access-to-jobs programs.

Recognizing the importance of the issue, DVRPC identified three priorities and pursued several activities in each area. Under the new SAFETEA-LU legislation, each state has opted to develop a different locally coordinated plan. In Pennsylvania, the local plan will be based on the five-county MPO region. The CHSTP committee for Pennsylvania has representatives from all five counties, as well as nonprofit and other organizations. In New Jersey, the local plan is derived on a county basis and therefore, each county will have its own CHSTP steering committee[15]. DVRPC coordinates all CHSTP efforts through each county and works with the state transit agency, NJ Transit, to ensure compliance to the federal guidelines.

Regional Coordination

Coordination between various types of agencies is vital to the success of this program. In order to facilitate this coordination with a wide range of transportation, workforce, and human service organizations, DVRPC has held access-to-jobs focus groups with transportation management associations, job trainers, and community-based organizations (including TANF recipients). DVRPC has also met with childcare advocacy groups and provided technical assistance to one organization on the acquisition of a GIS system.

DVRPC is also a member of the Jobs Policy Network. Through this, DVRPC participated in several welfare-to-work transportation planning efforts, including the Philadelphia City Council's Working Group on Reverse Commute of the Homeless Prevention Taskforce and the Greater Philadelphia Economic Development Taskforce, in cooperation with the Philadelphia Association of Community Development Corporations for the Pennsylvania Department of Community and Economic Development.

While DVRPC has made this a priority throughout the entire Job Access Program, the adoption of SAFETEA-LU now *mandates* the participation and coordination of transportation and non-transportation organizations. In October 2006, DVRPC invited over 300 constituents from throughout the region to a meeting with Pennsylvania's *United We Ride* Ambassador. This was followed by a Pennsylvania meeting of all transportation and non-transportation providers in the region in February 2007 to help identify additional transit providers and stakeholders, prioritize regional strategies, and work through a self-assessment for the five-county southeastern Pennsylvania region.   Each of the four New Jersey counties held individual stakeholder meetings where the same process was undertaken. This process was coordinated with DVPRC and NJ Transit. Identified partners and committees from Pennsylvania and New Jersey include the following agencies and are listed in Appendix B:

Transportation Partners
- Area planning agencies, including MPOs, states, and local governments;
- Public transportation providers, including paratransit providers
- Private transportation providers
- Non profit transportation providers,
- Past or current organizations funded under the Section 5310, JARC, and/or New Freedoms programs
- Human service agencies

Passengers and Advocates
- Existing and potential riders
- Protection and advocacy groups
- Representatives from independent living centers
- Advocacy groups working on behalf of these targeted populations

Human Service Partners
- Agencies that administer health, employment or other support groups
- Departments of Human Services
- Employment One-Stop Services
- Vocational Rehabilitation
- Medicaid
- Community Actions Program
- Agencies on Aging (AoA)
- Developmental Disability Council

Other
- Emergency Management Associations
- Economic Development Organizations
- Faith-based Organizations

Self -Assessment for Delaware Valley Region

To help area stakeholders develop a strategy for the region, a self-assessment was completed for the five-county southeastern PA region. This self-assessment tool, the *Framework for Action: Building the Fully Coordinated Transportation Plan*, provides an analysis of the current state of the coordinated transportation and human service planning for southeastern PA region and enables participants to develop an action plan. This assessment provides a basis for the regional strategies that follow.   The New Jersey counties performed this self-assessment individually and their results have also been incorporated into the regional strategy.

The *Framework for Action* document is an assessment and action planning process for human service and transportation providers. Unfortunately, many partners involved in this coordinated effort are only able to evaluate current transportation service based on their own experience. There is no shared perspective of transportation services which is the goal of working together and sharing resources. There are two tools involved in the *Framework for Action*. One is designed to help a community

assess its progress in developing a coordinated transportation system and the other is to develop a plan to move forward. The real value of this assessment tool is to better understand the challenges and take a leadership role in addressing those challenges. *The Framework for Action* is built on the following premises:

- There are identifiable core elements of a coordinated transportation system. The core elements are the foundation of the assessment tool.
- There are numerous tactical, strategic, policy, and system advances that states and communities can make to strengthen transportation systems. States and communities have latitude in the development transportation systems that work for them.
- People in states and communities know their areas best. This assessment provided a forum for people to speak about their area of expertise.
- Process proceeds action. This is the beginning step of the coordinated planning process. Transportation providers should continue to improve upon the findings of the assessment. DVRPC conducted this framework in a half-day meeting. Meeting attendees were divided into five color groups and questions were divided. Each group answered section one and two. However, because of our size, sections 3, 4, and 5 were divided. A facilitator was assigned to each group and the results of the questions were presented to the larger group.

Making Things Happen Together
Needs Significant Action
This section provides an evaluation of the current framework for transportation coordination. This section includes a survey on what catalysts for envisioning, organizing, and sustaining a coordinated system that provides mobility and access to transportation and to what degree it has

been embraced by individuals and organizations. Participants acknowledged that each of the individual transportation providers coordinate within a geographic area, but there is no larger umbrella agency that oversees that coordination. Participants acknowledged that budget concerns have increased coordination however, there needs to be better policies for collaboration and coordination. It is important to bring these issues to the forefront for elected officials as well.

Taking Stock of Community Needs
Needs Significant Action
The driving factor behind this section was that a completed and regularly updated community transportation assessment process should identify assets, expenditures, existing transportation services and duplication of services; define the needs of the various target populations; and identify opportunities for improvement. This section provided an assessment of the capacity of the human agencies to coordinate transportation services. Currently, the region does not have one single database of all services that are provided. DVRPC is currently conducting surveys to gather this information. To date, no other planning has been done for the targeted populations beyond the regional policy plan, and technology advancements are not widely utilized by transportation or human service providers. Participants in the region are now aware of other providers and programs in the region and this work will need to be continued beyond the initial CHSTP plan.

Putting Customers First
Needs Action
The driving factor behind this section deals with customers. It should be the goal of transportation providers that customers, including people with disabilities, elderly adults and low-income riders, have a convenient and accessible

means of accessing information about transportation services. Providers should be regularly engaging in evaluations of their services and making needed adjustments to serve the needs of their customers.

This region does not currently have "mobility managers" in place or a one stop resource such as a toll free number or website where customers can obtain information about all transportation services. This information should be in all forms such as electronic, in Braille or in large-print formats. While the system should be designed for the general public, persons with special needs must be able to utilize it as well.

Adapting Funding for Greater Mobility
Needs to Begin
This section discusses innovative accounting procedures that are often employed to support transportation service by combining state, federal, and local funding sources. In order to create a strategy for funding mobility, the current payment system and accounting procedures were evaluated. A majority of the transportation providers noted they receive some sort of financial assistance for their services. Each of the agencies must report their ridership as well as expenditures in a different format. A coordinated payment system of all federal and state programs should be strived for.

Moving People Efficiently
Needs Significant Action
The coordinated planning process should strive to provide a multimodal and multi-provider transportation network that is seamless for the customer, but operationally and organizationally sound for the service provider. A seamless transportation system would have the ability to coordinate numerous transportation providers through a brokerage service. To date, the region

does not have a central brokerage service. By creating one, providers of public, private, nonprofit and paratransit can systematically recommend the most efficient travel as well as an array of flexible routes. A brokerage system would also be able to schedule the trip, dispatch the service, bill the appropriate funding source and track the utilization of trips. While some organizations in the Delaware Valley, such as TMAs, conduct some of these tasks, it is often difficult for them to recommend services beyond their geographic area or population base.

Public Participation and Title VI
While today's public is far more sophisticated and standards are more inclusive, the basic tenet of public participation remains the same – to reach out to and satisfy as many populations and to do so in an equitable and timely manner. Through public participation, organizations can ascertain the needs of a variety of citizens – the private sector, educators, and the physically and economically disadvantaged.

In addition, DVRPC places emphasis on public participation through the Title VI Executive Order. Title VI of the Civil Rights Act states that "no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discriminations under any program or activity receiving Federal assistance." The Title VI Act will be used as the basis of all outreach and participation within the development of the coordinated human services transportation plan.

The requirement of developing the local Coordinated Human Services Transportation Plan is intended to improve services for people with disabilities, elderly adults, and low-income individuals. Groups representing these

targeted populations were invited to participate. Consideration should be given to them and others. Identified stakeholders are listed in Appendix D.

Regional Strategies

Based on the self-assessment exercise, participation of meeting attendants, and past experience of the program, new strategies and goals have been prioritized for the region. These strategies will now be the basis for all JARC, New Freedoms and Section 5310 services.

High Priority
Improve Access
Improved access to the region should be done through nontraditional services as well as maximizing the existing fixed-route network. CHSTP program funds should be used to expand early morning and late evening hours on key routes, invest in last-mile connectors, develop partnerships to serve areas not served by traditional transit, and explore nontraditional transportation such as bicycling and carsharing.

Promote Better Coordination
Better coordination between local and regional partners is a high priority for the region. This should be done through the development of a brokerage system and a one-call system for all access information on transportation services. A new entity that oversees the collaboration and coordination of human service and transportation should be established. A regional operating policy should be enforced to help implement the goals of the CHSTP.

Expand Resources for Persons with Disabilities
In order to expand the resources for persons with disabilities, the transportation community should work cooperatively with human service and

other transportation providers. Further modifications to the funding allocation system for additional dedicated funds should be explored due to the high costs incurred. To help run more efficient service, paratransit providers should explore partnerships for services that cross geographic boundaries.

Promote Job Retention
To help certain populations maintain employment, transportation-related services are critical. Investments in childcare and transportation linkages should be made. To help persons who commute to the suburbs from the city for employment, emergency ride home coverage should be mandated as well as the use of mobility managers. More non-English speaking educational brochures are also important.

Medium Priority
Expand Transit Education
Expanding transit education will help to increase ridership by improving coordination among transit agencies, caseworkers, job trainers, and human service providers. More support should be given to One Stop Career Centers with better educational brochures on nontraditional commuting patterns.

Promote Service Viability
Blended ridership on all shuttle services should be promoted to help the long-term viability of transportation service. The capacity of smaller coalitions should be strengthened so they may fill the role of mobility manager responsibilities. The facilitation of partnerships between transportation and non-transportation providers is also encouraged.

Encourage Environmental Considerations
To help make advancements to the environment, all services funded through the CHSTP programs should strive to improve and preserve the natural

environment by using low-emission vehicles where possible. Additional funds should be sought for low-polluting fuels for cleaner van fleets. Transportation and human service providers should implement best management practices such as stormwater runoff from transportation facilities, the improvement of pedestrian connections for walking, and the removal of physical and social barriers to taking bicycles on trains and buses.

Encourage Cost-Effective Services
As the funding for CHSTP services falls short of past programs, transportation should be coordinated based on geographic area, not by funding agencies. Community leaders should help locate services, facilities, and activities in proximity and schedule trips appropriately. One-stop call centers and mobility managers should work to provide the best transportation alternative for the consumer.

Provide Technology Education
Technology advancements should be sought by transportation providers about the use of geographic information systems (GIS) to map where routes should go, real-time central dispatching for immediate response times, and the Internet to help meet the need of the consumer. Existing transit agencies that have these capabilities should share their resources.

Encourage Better Services for Elderly Persons
Transit services should be made more attractive for senior citizens by improving signage, providing additional street furniture and lighting, increasing security, and enhancing weekend services. Community leaders should help to locate

elderly services in proximity to where they live. In addition, to help ensure their safety, a physician-reporting system should be implemented to mandate that any condition that may impair someone's ability to drive safely must be reported.

Low Priority
Promote Transit Affordability
Transportation for low-income individuals and elderly and disabled persons can be a barrier to getting around independently, particularly in this bi-state region. Expansion of TransitChek should be explored, as well as programs from the transit agencies. Additional transitional subsidies should be provided and a fare and pass program that provides for seamless transitions between transit systems should be implemented.

Encourage Better Services for Persons with Disabilities
Services for persons with disabilities begin with fostering awareness. Better policies on the use of paratransit services to those who are in need are improvement are needed. Definitions of qualifying disabilities should be eliminated in order to provide blended ridership. Information for the hearing and visually impaired is also important for independent use of the transit system.

Promote Alternative Transportation Programs for Individuals Not Adequately Served
A key transportation service for low-income persons must provide for multi-trip uses. This is particularly important for a portion of the population that is not served by transit such as single mothers who must make multi-modal trips for day care and employment.

Improve Accessibility with Nontraditional Initiatives

- Expand hours on key routes to support nontraditional work hours and shifts.
- Invest in last-mile connector service.
- Develop partnerships to establish service in areas that are not served by traditional transit.
- Explore nontraditional transportation.

Develop Strategies to Promote More Effective Coordination

- Encourage regional transportation and workforce entities to partner.
- Encourage county level job access planning in Pennsylvania to serve as an umbrella agency for local efforts.
- Encourage a regional entity or create a new entity to oversee coordination of transportation and human service agencies.

Develop Strategies to Promote More Services for the Elderly and Disabled

- Improve transit stations to provide a safer environment for seniors.
- Work with the community to locate seniors and help provide information on transportation.
- Mandate that any condition that may impair someone's ability to drive to be reported.
- Eliminate qualifying paratransit definitions in order to provide better service.
- Provide transportation services to Americans with disabilities.

Promote Job Retention with Transportation-related Support Services

- Invest in childcare and transportation linkages.
- Invest in multi-trip services.
- Mandate emergency ride home coverage.

- Train job coaches and caseworkers to function as mobility managers.
- Create bilingual services for non-English speaking persons.
- Provide travel instruction so individuals may use public transit independently.

Expand User Education and Instruction

- Improve communication among transit and human service agencies, caseworkers, and job trainers.
- Establish One Stop Career Centers.
- Provide better education about city to suburb and suburb to suburb trips.
- Provide instruction on nontraditional types of transportation and commuting patterns.

Promote the Long Term Viability of Transportation Service

- Promote transit services to be used by all populations.
- Fund TMAs and/or human service agencies to undertake transportation management activities.
- Develop the capacity of the Community Development Corporations (CDCs) to serve as transportation advocates.
- Facilitate partnerships between traditional and nontraditional providers.
- Utilize technologies for more efficient services.

Promote Transit Affordability

- Expand pass programs for low-income persons.
- Create transitional transit subsidies for persons leaving welfare.
- Expand marketing to employers as well as a welfare-to-work tool.
- Continue to explore fare and pass options for seamless transitions.

Source: DVRPC 2007

Conclusion

This plan has discussed the recent changes to the federal Coordinated Human Services Plan and grant funding programs. Based on the self assessment exercise that has been conducted for the region, there are many challenges ahead. DVRPC will continue to update the CHSTP as needed to meet the needs of the region. In addition, identifying and bringing together stakeholders will continue at the regional level in order to provide a comprehensive view.

It is imperative that the region's elected officials, transportation and human service providers, as well as transit-dependent populations, work together to find more cost-effective and efficient services that not only provide a need, but do so in a sustainable way. Successfully meeting the needs of transit-dependent populations will require the coordination and cooperation of private, public, and nonprofit entities willing to share resources in order to maximize their effectiveness and efficiency. ▲

Endnotes

[1] Information regarding FTA's JARC Program was obtained from *Welfare Reform; GAO's Recent and Ongoing Work on DOT's Access to Jobs Program* published by the U.S. General Accounting Office (GAO), August 2001. GAO01-996R Access-to-Jobs.

[2] This speaks to financially needy under the objective criteria specified in the state's TANF plan.

[3] Pennsylvania TANF Time-Out and Hardship Exceptions information obtained from the Pennsylvania Bulletin. Notices TANF Time-Out and TANF Hardship Exceptions, March 2001. Bulletin 31 Pa.B 1639.

[4] This information is based on a phone conversation with DHHS ACF employees from the New York and Philadelphia regional offices, which represents the states of Pennsylvania and New Jersey.

[5] Environmental Justice is concerned with the impacts of disparate funding and disparate services on defined minority and low-income groups as well as the elderly, disabled and careless (transit-dependent) populations having special travel needs.

[6] Disability is defined as those who cannot use traditional transit independently – may be physical or mental.

[7] NJ Transit Bus Routes by County, www.njtransit.com, October 2003.

[8] Statistics were taken from *SEPTA, Facts about SEPTA CCT Connect.*

[9] Information for New Jersey's Access-to-Jobs initiatives obtained from NJDOT's Workforce and Community Transportation Program.

[10] DVRPC participated on the Burlington, Camden, Gloucester, and Mercer counties steering committees at various points throughout the process.

[11] In 2004, Camden County transferred all JARC services to the South Jersey Transportation Authority (SJTA). SJTA continues to facilitate all JARC services for Camden County.

[12] The Gloucester County Demonstration Project is discussed in the previous section; however, the Monmouth County Project is not discussed because it is not within the DVRPC planning area. For more information about the Monmouth County Project, visit www.state.nj.us/transportation/workforce/DEMO.HTM.

[13] Welfare-to-Work Transportation Program Guidance letter, September 18, 1998.

[14] Refer to policies for bicycles with SEPTA, NJ Transit, and PATCO.

[15] Mercer County Stakeholder meeting January 23rd, 2007; Gloucester County stakeholder meetings February 7th, 2007; Camden County stakeholder meeting February 27th, 2007; and Burlington County stakeholder meeting March 8th, 2007.

**Coordinated Human
Services Transportation Plan**

APPENDIX A

**JARC Applicants
1999-2007**

JARC Applicants FY 1999-FY 2007

Year	Applicant	Project	Total Funding	Federal Funding	Project Status
1999	CCIA –Camden County	Service from Camden Empowerment Zone to employment centers	$405,000	$165,000	Funded
1999	Burlington County	Pemberton-Mt. Holly shuttle (BurLink I)	$450,000	$200,000	Funded
1999	Mercer County WIB	Route 130 shuttle service	$300,000	$150,000	Funded
1999	Delaware County TMA and SEPTA	Route 37 and Route 305 Darby and Chester service to the airport	$556,500	$278,250	Funded
1999	SEPTA	Bus Route 1 extension to business parks in Bucks County	$152,000	$76,000	Funded
1999	Chester County TMA and SCCOOT	Paratransit service to southern Chester County, Coatesville and West Chester	$300,000	$150,000	Funded
1999	GPUAC	Service to Montgomeryville, King of Prussia, and airport	$295,855	$137,927	Funded
1999	SEPTA	Enhanced early morning rail service from North Philadelphia on R1 rail line	$95,000	$47,500	Funded
1999	SEPTA	Northeast Philadelphia Route 14 service improvements	$383,000	$191,500	Funded
1999	SEPTA	Conshohocken Route 95 service improvements	$206,500	$103,250	Funded
1999	SEPTA	Multilingual how-to-ride guides	$40,000	$20,000	Created and distributed
1999	SEPTA	Bristol area bus service (Route 304)	$220,000	$110,000	Funded
1999	Delaware County TMA	Reverse commute service along Route 352 and Route 1	$82,500	$41,250	Funded
1999	Impact Services	Frankford/Kensington area service	$141,188	$70,594	Funded
1999	Mayor's Office (Philadelphia)	Van service between Philadelphia, Pennsauken, and Moorestown, NJ	$318,795	$97,305	Funded
		New Jersey	**$1,155,000**	**$515,000**	
		Pennsylvania	**$2,472,543**	**$1,226,271**	
		Regional	**$318,795**	**$97,305**	
		1999 Total for Region	**$3,946,338**	**$1,838,576**	
2000	CCIA – Camden County	Expanded services from Camden Empowerment Zone to employment centers	$210,000	$105,000	Funding continued
2000	Burlington County	Willingboro – Mt. Holly shuttle (BurLink I,II)	$375,000	$187,500	Funding continued
2000	Mercer County WIB	Route 1 corridor shuttle	$294,476	$147,238	Funded
2000	Delaware County TMA and SEPTA	Route 37 and Route 305 service to Darby and Chester	$420,452	$210,226	Funding continued
2000	SEPTA	Bus Route 1 extension to business parks in Bucks County	$114,840	$57,420	Funding continued
2000	Chester County TMA and SCCOOT	Paratransit service to southern Chester County, Coatesville, and West Chester	$226,658	$113,329	Funding continued
2000	GPUAC	Service to Montgomeryville, King of Prussia and airport	$211,836	$104,208	Funding continued
2000	GPUAC	Van service along Route 309 and Route 3	$75,580	$37,790	Funded
2000	SEPTA	Northeast Philadelphia Route 14 service improvements	$289,368	$144,684	Funding continued
2000	SEPTA	Conshohocken Route 95 service improvements	$156,016	$78,008	Funding continued
2000	SEPTA	Bristol area bus service-Route 304	$166,216	$83,108	Funding continued
2000	SEPTA	Expanded service for Bus Route 1	$61,014	$30,507	Funded
2000	SEPTA	Enhanced evening service on Bus Routes 96 and 201	$55,500	$27,750	Funding continued
2000	SEPTA	Expanded Bus service to Lansdale on Routes 94 and 96	$50,000	$25,000	Funded

JARC Applicants FY 1999-FY 2007

Year	Applicant	Project	Total Funding	Federal Funding	Project Status
2000	SEPTA	Expanded train/bus service to the Greater Valley Corporate Area via R5 line	$181,530	$90,765	Funded
2000	SEPTA	Enhanced early morning service to airport on R1 rail line	$71,776	$35,888	Funded
2000	Delaware County TMA	Reverse commute service Route 352 and Route 1	$62,332	$31,166	Funded
2000	Impact Services	Frankford/Kensington area service	$106,672	$53,336	Funding continued
2000	Bucks County TMA	Van service train stations to employers along Street Road and Route 1	$150,000	$75,000	Funded
2000	Greater Valley Forge TMA	Van service along Route 422 – Suburban Link	$86,750	$43,375	Funded
2000	Partnership TMA	Van service to Montgomery Mall to North Penn/Indian Valley area	$202,750	$101,375	Funded
2000	Mayor's Office (Philadelphia)	Bi-state van service between Philadelphia, Pennsauken, and Moorestown, NJ[1]	$147,034	$73,517	Funding continued
		New Jersey	**$879,476**	**$439,738**	
		Pennsylvania	**$2,689,290**	**$1,416,452**	
		Regional	**$147,034**	**$73,517**	
		2000 Total for Region	**$3,715,800**	**$1,929,707**	
2001	Chester County and SCCOOT	Paratransit service to southern Chester County, Coatesville, and West Chester	$300,000	$150,000	Funding continued
2001	Bucks County TMA	Van service train station to employers along Street Road & Route 1	$121,000	$60,000	Funding continued
2001	Bucks County TMA	Van service from Lansdale Train Station to Doylestown, Perkasie, and Quakertown	$148,000	$74,000	Funded
2001	Greater Valley Forge TMA	Van service along Route 422 – Suburban Link I, II	$142,000	$71,000	Funding continued
2001	Greater Valley Forge TMA	Marketing for Route 422 expanded service	$14,400	$7,200	Funded
2001	Partnership TMA	Van service from Montgomery Mall to North Penn/Indian Valley area	$153,000	$76,500	Funding continued
2001	Partnership TMA	Van service from North Wales Station along Route 63	$75,000	$37,500	Funded
2001	Partnership TMA	Marketing for all Partnership TMA services	$50,000	$25,000	Funded
2001	GPUAC	Van service along Route 309 and Route 3	$300,000	$150,000	Funding continued
2001	GPUAC	Purchase vans	$40,000	$20,000	Funded
2001	GPUAC	Placement and retention service	$50,000	$25,000	Funded
2001	SEPTA	Bus Route 305	$220,000	$110,000	Funded
2001	SEPTA	Bus Route 37	$201,658	$100,829	Funded
2001	SEPTA	Bus Route 1 extension to business parks in Bucks County	$502,160	$251,080	Funding continued
2001	SEPTA	Enhanced early morning rail service on R1 rail line	$80,000	$40,000	Funding continued
2001	SEPTA	Route 14 service improvements	$262,000	$131,000	Funding continued
2001	SEPTA	Bus Route 112	$24,893	$12,447	Funded
2001	SEPTA	Conshohocken Route 95 service improvements	$217,024	$108,512	Funding continued
2001	SEPTA	Suburban Transit Division Owl Service (Routes 108 and 113)	$351,706	$175,853	Funded
2001	SEPTA	Bristol area bus service – Route 304	$170,000	$85,000	Funding continued
2001	SEPTA	Expanded services to the Greater Valley Corporate Area via R5 rail line	$220,000	$110,000	Funding continued
2001	SEPTA	City Transit Division Owl Service (various routes)	$1,551,363	$775,682	Funded

---

[1] Service eliminated 2004 for lack of ridership.

JARC Applicants FY 1999-FY 2007

Year	Applicant	Project	Total Funding	Federal Funding	Project Status
2001	SEPTA	Conshohocken Route 95 service improvements	$217,024	$108,512	Funding continued
2001	SEPTA	Suburban Transit Division Evening Service (Routes 112, 124, and 139)	$268,727	$134,364	Funded
2001	SEPTA	Bus Route 206 (Midday and Saturday service)	$91,645	$45,823	Funded
2001	SEPTA and Greater Valley Forge TMA	Enhanced evening service on Bus Route 201	$55,500	$27,750	Funded
2001	SEPTA and Partnership TMA	Expanded bus service to Lansdale on Routes 94 and 96	$82,550	$41,275	Funded
		New Jersey	**$0**	**$0**	
		Pennsylvania	**$5,376,333**	**$2,623,368**	
		2001 Total for Region	**$5,376,333**	**$2,623,368**	
2002	Burlington County	BurLink I, II, and III services	$935,000	$422,500	Funding continued
2002	CCIA- Camden County	UPS Lawnside service to Gloucester County	$46,000	$23,000	Funded
2002	CCIA – Camden County	Service to Mid-Atlantic Industrial Park and Pureland Industrial Parks	$88,000	$44,000	Funded
2002	CCIA- Camden County	Last mile connector service between the River Line and nearby employers	$56,000	$28,000	Funded
2002	Gloucester County	Pureland shuttle service and purchase 12-passenger vans	$63,568	$31,784	Funding continued
2002	Gloucester County	Cross County Shuttle from Elk Township through Glassboro and Williamstown	$112,000	$56,000	Funded
2002	Mercer County WIB	Route 130 and Route 1 transit infill to employment centers in Mercer County	$594,568	$298,738	Funded
2002	Bucks County TMA	Van service from Lansdale train station to Perkasie and Quakertown	$260,000	$130,000	Funding continued
2002	Bucks County TMA	Shuttle service New Hope, connecting SEPTA R5 in Doylestown	$250,000	$125,000	Funding continued
2002	Bucks County TMA	Expansion of Doylestown North/South Route to provide service to 2nd shift workers	$100,000	$50,000	Funding continued
2002	Bucks County TMA	Van services to employers along Street Road and Route 1 in Bucks County	$157,000	$78,500	Funding continued
2002	Bucks County TMA	Street Road Corridor Shuttle	$250,000	$125,000	Funded
2002	Greater Valley Forge TMA	Service along Route 422 – Suburban Link III	$223,600	$111,800	Funding continued
2002	Partnership TMA	Lansdale and Ambler HOP	$380,000	$190,000	Funded
2002	Chester County TMA	Coatesville Link Expansion to US 30 Shopping centers	$100,000	$50,000	Funded
2002	Chester County TMA	Transit service to Southern Chester County via SCCOOT and PHLYER buses	$400,000	$200,000	Funding continued
2002	SEPTA	Bus Route 1 in Bucks County	$575,000	$287,500	Funding continued
2002	SEPTA	Administration	$100,000	$50,000	Funded
2002	SEPTA	Route 1 Northeast Philadelphia – Weekend Service	$467,500	$233,750	Funding continued
2002	SEPTA	Route 305 Darby to Philadelphia airport for entry-level employees	$345,000	$172,500	Funding continued
2002	SEPTA	Enhanced early morning rail services from North Philadelphia to airport on R1 rail line	$150,000	$75,000	Funding continued
2002	Chester County TMA	Transit service to Southern Chester County via SCCOOT and PHLYER buses	$400,000	$200,000	Funding continued

JARC Applicants FY 1999-FY 2007

Year	Applicant	Project	Total Funding	Federal Funding	Project Status
2002	SEPTA	Northeast Philadelphia Route 14 service improvements	$660,000	$330,000	Funding continued
2002	SEPTA	Conshohocken Route 95 service improvements	$325,000	$162,500	Funding continued
2002	SEPTA	Bristol area Bus Service Route 304	$435,000	$217,500	Funding continued
2002	SEPTA	Expanded service to Greater Valley Corporate Area via R5 Paoli rail line	$250,000	$125,000	Funding continued
2002	SEPTA	Bristol area Bus Service Route 304	$435,000	$217,500	Funding continued
2002	SEPTA	Expanded bus service to Lansdale with Bus Route 94 and Route 96 (morning)	$57,000	$28,500	Funding continued
2002	SEPTA	Enhanced evening service on Route 96 and Route 201	$88,000	$44,000	Funding continued
2002	SEPTA	Bus Route 110–early morning service	$32,000	$16,000	Funding continued
2002	SEPTA	Enhanced evening service on Route 96 and Route 201	$88,000	$44,000	Funding continued
2002	SEPTA	Evening service on Routes 112, 124, and 129	$525,000	$262,500	Funded
2002	SEPTA	Bus Route 206 – midday and weekend service	$240,000	$120,000	Funding continued
2002	SEPTA	Bus Route 112-Sunday service	$50,000	$25,000	Funding continued
2002	SEPTA	Suburban Transit Owl Service (Routes 108 and 113)	$700,000	$350,000	Funding continued
2002	SEPTA	Suburban Transit Division Evening Service (various routes on weeknights and Saturdays)	$3,100,000	$1,550,000	Funding continued
2002	SEPTA	Regional Rail Route 1 from North Philadelphia to airport – late night	$173,000	$86,500	Funding continued
2002	SEPTA	Route 105 Sunday service from 69th street to Ardmore	$67,900	$33,950	Funded
2002	SEPTA	Marketing and Outreach	$250,000	$125,000	Funded
2002	SEPTA	Route 109 – Owl service from 69th Street to Chester	$127,400	$63,700	Funded
2002	SEPTA	Route 14 weekend service from Frankford to Oxford Valley Mall	$75,000	$37,500	Funded
2002	Impact Services	Get Me to the Job on Time (JOT)	$103,776	$51,588	Funding continued
2002	GPUAC	Van service along Route 309 and Route 3	$645,149	$322, 574	Funding continued
2002	Workforce 21	Transit to depressed communities in Delaware County	$275,000	$137,500	Funding not recommended
2002	Workforce 21	Supportive services to SEPTA	$75,000	$37,500	Funding not recommended
2002	The Lighthouse	Culturally related access to SEPTA	$275,000	$137,500	Funding not recommended
		New Jersey	**$2,022,044**	**$965,022**	
		Pennsylvania	**$12,622,325**	**$6,311,162.5**	
		2002 Total for Region	**$14,644,369**	**$7,322,184.5**	
2003	Burlington County	BurLink I, II, III services	$935,000	$422,500	Funding continued
2003	CCIA- Camden County	Service to Camden to Mid-Atlantic Industrial Park and Pureland Industrial Park	$88,000	$44,000	Funding continued
2003	CCIA – Camden County	Last Mile Connector service between the RiverLine and nearby employers	$56,000	$28,000	Funding continued
2003	CCIA – Camden County[2]	Purchase one bus with wheelchair lift	$127,000	$63,000	Funded

---

[2] Camden County Improvement Authority (CCIA) became part of the South Jersey Transportation Authority (SJTA) in June 2004.

JARC Applicants FY 1999-FY 2007

Year	Applicant	Project	Total Funding	Federal Funding	Project Status
2003	Gloucester County	Cross County Shuttle from Elk Township through Glassboro and Williamstown	$112,000	$56,000	Funding continued
2003	Gloucester County	Pureland shuttle and purchase 12-passenger van	$63,568	$31,784	Funding continued
2003	Mercer County WIB	Route 130 and Route 1[3] service gaps to employment centers in Mercer County.	$594,476	$298,738	Funding continued
2003	Bucks County TMA	Van service to employers along Byberry and Street Roads in Bucks County	$157,000	$78,500	Funding continued
2003	Bucks County TMA	Van service from Lansdale train station to Perkasie and Quakertown[4]	$260,000	$130,000	Funding continued
2003	Bucks County TMA	Shuttle service to New Hope and Doylestown – east-west on R5	$262,500	$131,250	Funding continued
2003	Bucks County TMA	Expansion of Doylestown north-south route to provide service to 2nd shift employees[5]	$105,000	$52,500	Funding continued
2003	Bucks County TMA	Street Road Corridor Shuttle	$258,850	$129,425	Funding continued
2003	GVFTMA	Service along Route 422 – Suburban Link III	$223,600	$111,800	Funding continued
2003	Partnership TMA	Lansdale HOP and Ambler HOP	$380,000	$190,000	Funding continued
2003	Chester County TMA	Transit Service to Southern Chester County via SCCOOT and PHLYER buses	$400,000	$200,000	Funding continued
2003	Chester County TMA	Coatesville Link Expansion to US 30 shopping centers	$100,000	$50,000	Funding continued
2003	SEPTA	Route 305 – Darby to Philadelphia Airport	$186,000	$93,000	Funding continued
2003	SEPTA	R1 Airport late night service	$173,000	$86,500	Funding continued
2003	SEPTA	Route 305 – Darby to Philadelphia Airport	$186,000	$93,000	Funding continued
2003	SEPTA	Suburban Transit Division Evening Service	$3,100,000	$1,550,000	Funding continued
2003	SEPTA	Suburban Transit Division Owl Service (Routes 108 and 113)	$700,000	$350,000	Funding continued
2003	SEPTA	Suburban Transit Division Evening Service	$3,100,000	$1.550,000	Funding continued
2003	SEPTA	Enhanced early morning service on R1 line	$150,000	$75,000	Funding continued
2003	SEPTA	Bus Route 1 extension to various business parks	$575,000	$287,500	Funding continued
2003	SEPTA	Bus Route 112 Sunday service	$50,000	$25,000	Funding continued
2003	SEPTA	Administration	$100,000	$50,000	Funded
2003	SEPTA	Route 1 Northeast Philadelphia weekend service	$467,500	$233,750	Funding continued
2003	SEPTA	Marketing and Research	$250,000	$125,000	Funded
2003	SEPTA	Northeast Philadelphia Route 14 service improvements	$660,000	$330,000	Funding continued
2003	SEPTA	Conshohocken Route 95 service improvements	$325,000	$162,500	Funding continued
2003	SEPTA	Suburban Transit Division Owl Service (Routes 108 and 113)	$700,000	$350,000	Funding continued
2003	SEPTA	Bus Route 1 extension to various business parks	$575,000	$287,500	Funding continued

---

[3] Route 1 service eliminated in January 2004 due to lack of ridership.

[4] Perkasie and Quakertown service eliminated due to lack of ridership.

[5] 2nd shift service eliminated in July 2004 for lack of ridership.

JARC Applicants FY 1999-FY 2007

Year	Applicant	Project	Total Funding	Federal Funding	Project Status
2003	SEPTA	Enhanced early morning service on R1 line	$150,000	$75,000	Funding continued
2003	SEPTA	Bristol area Bus Service Route 304	$435,000	$217,500	Funding continued
2003	SEPTA	Expanded service to Greater Valley Corporate Center via R5 Paoli line	$250,000	$125,000	Funding continued
2003	SEPTA	Expanded bus service to Lansdale on Routes 94 and 96 (morning)[6]	$57,000	$28,500	Funding continued
2003	SEPTA	Enhanced evening service on Routes 96 and 201[7]	$88,000	$44,000	Funding continued
2003	SEPTA	Bus Route 110 early morning service	$32,000	$16,000	Funding continued
2003	SEPTA	Evening service on Routes 112, 124, and 129	$525,000	$262,000	Funding continued
2003	SEPTA	Bus Route 206 midday service and weekend service[8]	$240,000	$120,000	Funding continued
2003	SEPTA	Bus Route 112 Sunday service[9]	$50,000	$25,000	Funding continued
2003	SEPTA	Route 14 weekend service from Frankford to Oxford Valley Mall	$75,000	$37,500	Funding continued
2003	SEPTA	Route 105 Sunday service from 69th Street to Ardmore	$67,900	$33,950	Funding continued
2003	Impact Services	Get Me to the Job on Time (JOT)	$107,458	$53,729	Funding continued
2003	GPUAC	Van service along Route 309 and 3, purchase cans, and retention and enhancement services	$745,865	$372,932	Funding continued
2003	Workforce 21	Employee Express in Delaware County	$337,400	$168,700	Funding not recommended
		New Jersey	**$2,022,044**	**$965,522**	
		Pennsylvania	**$12,360,178**	**$6,180,089**	
		2003 Total for Region	**$14,382,222**	**$7,145,611**	
2004	Burlington County	Burlink	$1,270,000	$615,000	Funding Continued
2004	SJTA	UPS Lawnside	$60,000	$30,000	Funding continued
2004	SJTA	Pureland Industrial Park	$112,000	$56,000	Funding continued
2004	SJTA	RiverLine – existing	$76,000	$38,000	Funding continued
2004	SJTA	RiverLine – expansion	$47,000	$23,500	Funding continued
2004	SJTA	Bus Purchase	$65,000	$32,500	Funding continued
2004	Gloucester County	Pureland Shuttle	$65,000	$32,500	Funding continued
2004	Gloucester County	JOE Shuttle	$40,000	$20,000	Funding continued
2004	Gloucester County	Industrial Park Shuttle	$93,388	$46,694	Funding continued
2004	Mercer County	Route 130 Connection	$252,000	$126,000	Funding continued
2004	Bucks County TMA	Street Road RUSH (Expansion)	$130,000	$65,000	Funding continued

---

[6] Route 94 AM service eliminated in October 2003 for lack of ridership.

[7] Route 201 PM service eliminated in October 2003 for lack of ridership.

[8] Route 206 early evening and Saturday service eliminated in October 2003.

[9] Service eliminated in September 2003 for lack of ridership.

JARC Applicants FY 1999-FY 2007

Year	Applicant	Project	Total Funding	Federal Funding	Project Status
2004	Bucks County TMA	Warminster RUSH	$157,000	$78,500	Funding continued
2004	Bucks County TMA	Street Road RUSH (Current)	$300,000	$150,000	Funding continued
2004	Bucks County TMA	Bristol Riverfront RUSH	$75,000	$37,500	Funding continued
2004	Bucks County TMA	Newtown RUSH	$90,000	$45,000	Funding continued
2004	Bucks County TMA	Doylestown DART	$125,000	$62,500	Funding continued
2004	Bucks County TMA	Doylestown DART Weekend	$30,000	$15,000	Funding continued
2004	Delaware County TMA	QuickSilver II	$160,994	$80,472	Funding continued
2004	Delaware County TMA	QuickSilver I	$146,228	$73,113	Funding continued
2004	Delaware County TMA	QuickSilver IV	$99,589	$49,795	Funding continued
2004	Delaware County TMA	QuickSilver weekend	$45,036	$45,036	Funding continued
2004	Impact Services	Job on Time!	$233,412	$116,706	Funding continued
2004	TMA of Chester County	*SCCOOT*	$400,000	$200,000	Funding continued
2004	TMA of Chester County	*SCOOT* Saturday	$62,330	$31,115	Funding continued
2004	TMA of Chester County	Coatesville Link (West)	$260,000	$130,000	Funding continued
2004	GPUAC	Route 1 Corridor and 2 new vans	$285,938	$142,969	Funding continued
2004	GPUAC	Route 3/309	$155,357	$77,679	Funding continued
2004	GPUAC	Placement and retention	$20,000	$10,000	Funding continued
2004	GVFTMA	Suburban Link IV	$180,176	$90,088	Funding continued
2004	Partnership TMA	Ambler HOP	$93,000	$46,500	Funding recommended
2004	Partnership TMA	Lansdale HOP	$48,000	$24,000	Funding not recommended
2004	SEPTA	Route 1-Northeast	$475,000	$237,500	Funding continued
2004	SEPTA	Route 370 - Chester to Philadelphia	$200,000	$100,000	Funding continued
2004	SEPTA	Route 305 – Darby to PHL	$433,000	$216,500	Funding continued
2004	SEPTA	Service to Philadelphia Park	$355,000	$177,700	Funding continued
2004	SEPTA	Route 105-Sunday	$65,000	$32,500	Funding continued
2004	SEPTA	Route 95-Conshochocken	$200,000	$100,000	Funding continued
2004	SEPTA	Route 304	$210,000	$105,000	Funding continued
2004	SEPTA	R1 Airport Line – early AM	$65,000	$32,500	Funding continued
2004	SEPTA	Route 14 – extension to Byberry	$350,000	$175,000	Funding continued
2004	SEPTA	Route 206 – Midday service	$25,000	$12,500	Funding continued

JARC Applicants FY 1999-FY 2007

Year	Applicant	Project	Total Funding	Federal Funding	Project Status
2004	SEPTA	Route 14 – Oxford Valley Mall	$15,000	$7,500	Funding continued
2004	SEPTA	STS – various routes	$150,000	$75,000	Funding continued
2004	SEPTA	Route 96 – late night	$15,000	$7,500	Funding continued
2004	SEPTA	R5 Paoli Line – early AM	$175,000	$87,500	Funding continued
2004	SEPTA	Route 108 – Owl service	$150,000	$75,000	Funding continued
2004	SEPTA	Owl Service - Routes 18 and 56	$250,000	$125,000	Funding continued
2004	SEPTA	Route 109 – owl service	$135,000	$67,500	Funding continued
2004	SEPTA	Owl Service – various routes	$1,500,000	$750,000	Funding continued
2004	SEPTA	Route 1 – weekend	$325,000	$162,500	Funding continued
2004	SEPTA	Route 96 –early AM	$20,000	$10,000	Funding continued
2004	SEPTA	Route 110 – early AM	$25,000	$12,500	Funding continued
2004	SEPTA	Project Administration	$100,000	$50,000	Funding continued
		New Jersey	**$2,067,100**	**$1,053,550**	
		Pennsylvania	**$8,332,046**	**$4,165,973**	
		2004 Total for Region	**$10,399,146**	**$5,199,573**	
2006	Burlington County	BurLink	$600,000	$300,000	Funding continued
2006	SJTA	Camden Area Employment Transportation	$800,000	$400,000	Funding continued
2006	Gloucester County	JOE Shuttle	$70,000	$35,000	Funding continued
2006	Gloucester County	Literacy Shuttle	$35,000	$17,500	Funding continued
2006	Gloucester County	Pureland Shuttle	$80,000	$40,000	Funding continued
2006	Mercer County	Route 130 Connection Bus Service	$252,000	$126,000	Funding continued
2006[10]	Bucks County TMA	Warminster RUSH	$355,000		Funding continued
2006	Bucks County TMA	Street Road RUSH	$450,000		Funding continued
2006	Bucks County TMA	Bristol RUSH	$210,000		Funding continued
2006	Bucks County TMA	Doylestown DART – Weekend	$36,000		Funding continued
2006	Bucks County TMA	Newtown RUSH	$270,000		Funding continued
2006	Bucks County TMA	Doylestown DART	$375,000		Funding continued
2006	Bucks County TMA	Bensalem RUSH	$200,000		Funding continued
2006	Bucks County TMA	Warrington RUSH	$180,000		Funding not recommended
2006	Delaware County TMA	QuickSilver I Shuttle	$230,000		Funding continued

---

[10] Pennsylvania JARC program changed to two-year funding cycle-all services continuation projects.

JARC Applicants FY 1999-FY 2007

Year	Applicant	Project	Total Funding	Federal Funding	Project Status
2006	Delaware County TMA	QuickSilver II Shuttle	$300,000		Funding continued
2006	Delaware County TMA	QuickSilver IV Shuttle	$215,000		Funding continued
2006	Chester County TMA	Coatesville Link	$500,000		Funding continued
2006	Chester County TMA	*SCCOOT*	$540,000		Funding continued
2006	Chester County TMA	*SCCOOT* Saturday	$78,000		Funding continued
2006	Impact Services	Job on Time!	$340,000		Funding continued
2006	Impact Services	Van Purchase	$30,000		Funding continued
2006	Partnership TMA	Community Coaster	$108,000		Funding continued
2006	Partnership TMA	Van Service from Ambler	$204,750	Not part of total	Funding continued
2006	GVFTMA	Suburban Link	$220,000		Funding continued
2006	GVFTMA	Route 724 Transportation	$91,896		Funding not recommended
2006	SEPTA	Bus Route 37	$393,750	Not part of total	Funding continued
2006	SEPTA	Bus Route 1 NE Philadelphia - weekend	$324,000	Not part of total	Funding continued
2006	SEPTA	Bus Route 305	$545,000		Funding continued
2006	SEPTA	Bus Route 14 – Oxford Valley Mall	$25,000		Funding continued
2006	SEPTA	Bus Route 105	$80,000		Funding continued
2006	SEPTA	Bus Route 95 – Additional Service	$140,000		Funding continued
2006	SEPTA	Service to Philadelphia Park	$700,000		Funding continued
2006	SEPTA	Bus Route 1 – Extended Service	$650,000		Funding continued
2006	SEPTA	Bus Route 340	$365,000		Funding continued
2006	SEPTA	Bus Route 140	$660,000		Funding continued
2006	SEPTA	R1 Airport Line – early AM	$165,000		Funding continued
2006	SEPTA	Bus Route 206 – Mid day	$58,000		Funding continued
2006	SEPTA	Early AM – R5 Paoli Service	$660,000		Funding continued
2006	SEPTA	Route 96 – Enhanced PM Service	$41,000		Funding continued
2006	SEPTA	STD Evening Bus Service (Route 124 &129)	$340,000		Funding continued
2006	SEPTA	CTD Owl Service	$1,200,000		Funding continued
2006	SEPTA	STD Owl Service – Route 108	$170,000		Funding continued
2006	SEPTA	Project Administration	$225,000	Not part of total	Funding continued
2006	SEPTA	Owl Service – Route 109	$46,000		Funding continued

JARC Applicants FY 1999-FY 2007

CY	Applicant	Project	Total Funding	Federal Funding	Project Status
2006	SEPTA	Bus Route 110 – early AM	$27,000	Not part of total	Funding continued
2006		Contingency Fund	$369,362		Funding continued
2006	SEPTA	Route 103 and 105	$93,000		Funding not recommended
2006	GPUAC	Pureland Shuttle	$185,000		Funding not recommended
2006	GPUAC	Van Service on Route 1	$215,000		Funding not recommended
2006	GPUAC	Placement and Retention	$35,000		Funding not recommended
2006	GPUAC	Van Service on Route3/309	$220,000		Funding not recommended
2006	Libertae	Economic Development Project	$64,780		Funding not recommended
		New Jersey	**$1,837,000**	**$918,500**	
		Pennsylvania (two-years of funding)	**$10,696,362**	**$5,348,181**	
		2005 Total for Region	**$12,533,362**	**$6,266,681**	

Source: DVRPC 2007

Coordinated Human
Services Transportation Plan

APPENDIX B

FY 2007 Section 5310
Applicants Priorities

FY 2007 Section 5310 Applicant Priorities

Year	Applicant	Project	Total Funding	Federal Funding
2007	Cerebral Palsy Association of Chester County	ROVER door-to-door services	$224,952	$179,961
2007	Children and Adult Disability and Educational Services	Transportation for programs and emergencies	$208,000	$166,400
2007	Evangelical Services for the Aging	Demand-responsive services	$90,000	$72,000
2007	ARC of Chester County	Door-to-door transportation services	$52,000	$41,600
2007	St. Agnes Continuing Care Center	Transportation for adult day care	$240,000	$192,000
2007	Programs Employing People	Transportation for social and recreation	$80,000	$64,000
2007	Suburban Transit Network Inc.	Equipment/Shared Ride Transit Services	$439,200	$396,880
2007	Bucks County Transport	Equipment/Shared Ride Services	$421,243	
2007	Holland-Glen Inc.	Medical/social transportation services	$60,000	$48,000
2007	Chandler Hall	Shared Ride services	$56,000	$44,800
2007	Community Transit	Shared Ride Program	$265,000	
2007	Elwyn	Training, education and rehabilitation trips	$141,000	$112,800
2007	Deer Meadows Retirement Community	Elderly services	$76,000	$60,800
2007	Chester County	Shared Ride/Demand Responsive services	$232,012	
2007	Beth Sholom Congregation	Religious/senior services		
		Total	**$2,585,487**	**$1,379,241**
	NJ application round not complete as of May 2007.			
	PA priorities based on subcommittee rankings.			

**Coordinated Human
Services Transportation Plan**

APPENDIX C

Journey-to-Work Data, 2000

County of Employment

County of Residence

County	Year	Bucks	Chester	Delaware	Montgomery	Philadelphia	Burlington	Camden	Gloucester	Mercer	Total
Bucks	1990	152,140	2,044	2,000	41,886	30,692	3,888	2,799	614	24,160	260,223
	2000	168,090	3,036	2,754	48,414	31,892	4,250	2,039	362	20,812	281,649
Chester	1990	1,083	118,433	18,301	25,411	11,771	613	1,027	230	238	177,107
	2000	1,133	137,678	17,870	25,673	10,568	426	539	411	222	194,520
Delaware	1990	1,994	14,558	144,062	23,934	59,652	1,246	2,699	976	279	249,400
	2000	2,060	18,504	137,988	28,144	48,151	1,306	2,287	1,251	345	240,036
Montgomery	1990	20,986	17,920	10,993	229,923	55,956	1,484	2,808	474	1,024	341,568
	2000	23,722	26,006	11,758	245,619	54,576	1,559	1,844	405	1,298	366,787
Philadelphia	1990	23,866	5,303	15,161	54,113	513,167	4,820	10,083	1,394	1,953	629,860
	2000	23,248	7,810	21,802	59,970	429,667	5,087	7,196	1,502	1,676	557,958
Burlington	1990	4,248	503	1,612	3,007	17,142	116,439	27,941	2,229	16,711	189,832
	2000	4,526	584	1,771	3,053	17,661	116,422	26,164	2,849	17,158	190,188
Camden	1990	2,223	863	2,754	3,835	38,252	26,712	130,616	13,076	1,949	220,280
	2000	1,989	867	3,232	3,910	32,961	31,765	123,735	15,234	2,472	216,165
Gloucester	1990	952	521	2,442	1,412	13,501	5,179	21,708	51,372	679	97,766
	2000	745	726	3,179	1,991	13,778	7,564	22,737	56,676	764	108,160
Mercer	1990	2,935	122	182	518	1,229	2,746	540	76	124,761	133,109
	2000	3,865	94	244	704	1,548	3,765	588	136	112,449	123,393
Total	1990	210,427	160,267	197,507	384,039	741,362	163,127	200,221	70,441	171,754	
	2000	229,378	195,305	200,598	417,478	640,802	172,144	187,129	78,826	157,196	

**Coordinated Human
Services Transportation Plan**

APPENDIX D

**Nontraditional
Transportation Providers**

Organization	Pennsylvania	New Jersey	All purpose	Family	Educational	Elderly	Employment	Medical	Social	paratransit	Section 5310	Bucks	Chester	Delaware	Montgomery	Philadelphia	Burlington	Camden	Gloucester	Mercer
A-1 Limousine		x																		x
Abington Hospital	x							x				x								
A & C Senior Transport		x																		x
Access Paratransit, Inc	x		x							x					x	x				
Acute Care for the Elderly		x				x		x									x			
Alcoholics Anonymous		x						x									x	x	x	x
Ambu-Care	x		x												x					
American Cancer Society	x							x				x	x		x					
American Atlantic Paratransit	x		x												x					
ARC	x	x								x		x	x	x	x	x	x	x	x	x
Archway Programs		x															x	x	x	x
Association for the Independent	x								x						x					
Association de puertorriquenos en Marcha	x							x					x		x	x				
Association of Retarded Citizens		x			x				x								x	x		x
Bancroft		x	x															x		
Baptist Children's Services	x				x			x							x					
Baptist Home of Philadelphia	x								x											
Bennett Taxi	x					x		x							x					
Berlin Borough		x	x															x		
Berwyn Taxi Service	x		x										x							
Best Nest	x		x									x	x		x					
Bethana	x				x			x	x			x								
Big-Brother Big-Sister	x		x									x	x	x	x	x				
Birthright of West Chester	x							x					x							
Board of Social Services		x						x									x	x	x	x
Boston Coach	x		x												x					
Bucks County Transport	x		x			x					x	x								
Burlington County Transportation		x	x															x		
Bux-Mont Transportation	x				x			x						x						
Capital Health System					x				x											x
Car-A-Van		x		x	x												x			
Care Center Foundation for Christ	x		x		x								x							

78

Organization	Pennsylvania	New Jersey	All purpose	Family	Educational	Elderly	Employment	Medical	Social	paratransit	Section 5310	Bucks	Chester	Delaware	Montgomery	Philadelphia	Burlington	Camden	Gloucester	Mercer
Carson Valley School	x		x					x				x	x	x	x	x				
Catch Incorporated	x							x								x				
Catholic Charities	x	x									x									x
Catholic Social Services	x							x				x	x	x	x	x				
Center for Autistic Children	x								x							x				
Cerebral Palsy Association	x								x					x						
Child Abuse Prevention (CAPE)	x							x								x				
Children& Adult Disability Education	x								x											
Children's Choice	x							x						x		x				
Children's Crisis Treatment Center	x							x								x				
Children's Home Society		x							x											x
Children's Services Inc.	x							x								x				
Community Transit	x		x					x			x			x		x				
Cooper Health System		x						x									x	x	x	x
Concern	x							x				x								
Crime Prevention	x							x												
Cross County Connection TMA		x	x														x	x	x	
Crosstown 62							x	x												x
Dapper Bus		x																		x
Delco Blind/Sight Center	x		x					x						x						
Department of Labor		x																		
Division of Transportation		x																	x	
Domestic Violence Center	x							x					x							
Dooley House inc.		x							x								x	x	x	
Easter Seals Society	x										x	x	x	x	x					
Efficient Medical Transportation		x					x											x	x	
Elder-Net	x				x			x	x						x					
Elwyn Inc.	x										x			x						
Episcopal Community Services	x							x								x				
Ewing Township		x			x			x	x											
Evangelical Manor	x								x							x				x
Evesham Township		x	x																x	
Family and Community Services	x							x						x						

| Organization	Pennsylvania	New Jersey	All purpose	Family	Educational	Elderly	Employment	Medical	Social	paratransit	Section 5310	Bucks	Chester	Delaware	Montgomery	Philadelphia	Burlington	Camden	Gloucester	Mercer
Family Support Services	x			x	x											x				
Family Counseling Service		x					x											x		
Farm Workers Opportunity	x						x					x	x	x	x	x				
First Transit	x																			
First Step/ARC	x				x								x							
FISH	x							x						x			x	x	x	x
Free Library of Philadelphia	x		x													x				
Gloucester Township Transport		x	x																x	
Goodwill Industries	x						x							x						
Haddon Heights Borough		x	x															x		
Hamilton Township Seniors		x	x																	x
Handi-Crafters Inc	x										x		x							
Harlingen Reformed Church		x				x														x
Hmong United Association	x											x	x	x	x	x				
Hopewell Valley Senior Services		x			x															x
Horizon Adult Day Care		x																		x
Inglis House	x			x	x		x	x	x			x	x	x	x	x				
Inter-Community Action	x					x					x					x				
Inter-Faith Caregivers		x																		x
International Visitors Center	x								x							x				
Invalid Coach Services		x																		x
Jane D. Kent Day Care	x		x													x				
Jewish Family Service	x								x							x				
Jewish Employment & Vocational	x										x					x				
Juvenile Justice Center	x		x									x	x	x	x	x				
Kangakab		x															x	x	x	
Kelsch Associates	x		x										x							
Ken-Crest Services	x										x				x					
Krapf's Coaches	x		x									x	x	x	x	x				
Keystone Quality Transportation	x							x					x	x	x	x				
Kids Kab	x		x											x						
Lady of Lourdes Hospital		x																x	x	
Lenape Valley Foundation	x										x	x								

Organization	Pennsylvania	New Jersey	All purpose	Family	Educational	Elderly	Employment	Medical	Social	paratransit	Section 5310	Bucks	Chester	Delaware	Montgomery	Philadelphia	Burlington	Camden	Gloucester	Mercer
Leukemia Society	x							x				x	x	x	x	x				
Lindenwold Borough		x	x															x		
LogistiCare	x							x							x					
Lutheran Children & Family Services	x		x									x	x	x	x	x				
Medical Day Care (Voorhees)		x																x		
Medicaid District Office		x															x		x	
Mercer Street Friends Center		x															x	x	x	x
Methodist Home	x					x		x							x	x				
Metro Cab Incorporated		x	x														x	x	x	
Metro Care Incorporated	x		x									x	x	x	x	x				
Mid-County Transportation	x					x		x							x					
Montgomery Hospital (Montrex)	x							x							x					
Blind Association	x							x	x						x					
Mount Laurel Township		x	x														x			
Multiple Sclerosis Association		x					x										x	x	x	
Muscular Dystrophy Association	x								x					x		x	x			
Narcotics Anonymous	x		x										x			x				
Nazareth Hospital	x							x			x					x				
Neighborhood Service Centers	x						x	x				x								
Norristown Yellow Cab	x						x							x						
Norris Square Senior Center	x					x			x							x				
North Light Community Center	x							x								x				
Northeast Community Centers	x								x	x						x				
Northeast YMCA	x				x	x			x			x				x				
Housing & Community Development	x		x										x							
Office of Aging	x	x										x	x	x	x	x	x	x	x	x
Office of Vocational Rehabilitation	x						x					x	x	x	x	x				
Open Line	x							x							x					
Paoli Taxi Service	x		x											x						
Philadelphia Center for Human Dev.	x										x					x				
Philadelphia Corporation on Aging	x		x			x										x				
Princeton Resource Center									x											x
PRN Medical Transport		x																		

Organization	Pennsylvania	New Jersey	All purpose	Family	Educational	Elderly	Employment	Medical	Social	paratransit	Section 5310	Bucks	Chester	Delaware	Montgomery	Philadelphia	Burlington	Camden	Gloucester	Mercer
Progressive Center for Independent Living		x						x										x		x
Project Freedom		x																		x
Office of Community Services	x							x								x				
Society for Services to Children	x							x								x				
PJ's Shuttle Service Inc.	x		x													x				
Presbyterian Children's Village	x							x					x	x	x	x				
Presbyterian Apartments	x									x						x				
Program's Employing People	x						x	x		x						x				
Philadelphia Unemployment Project	x							x				x	x	x	x	x				
Rainbow Transportation	x		x										x	x		x				
Retired Senior Volunteers Program	x								x				x							
Riders Club Cooperative	x		x												x	x				
Ronald McDonald House	x							x								x				
Roxborough Memorial Hospital	x							x								x				
R.Gottscho Kidney Foundation		x						x									x	x	x	x
Saint Anne's Senior Citizen Center	x	x							x							x				
Salvation Army of West Chester	x						x						x	x						
Scarborough Senior Center		x																		x
Seamen's Church Institute	x		x									x		x		x				
Senior Citizen Daycare		x	x														x			
SEN-HAN		x	x														x	x	x	
Sickle Cell Disease Association	x							x				x	x	x	x	x				
Social People in the Northeast	x								x	x						x				
Southern Home Services	x							x	x			x	x	x	x	x				
South Jersey Council on AIDS		x					x	x										x		
Special Transportation Services		x					x		x										x	
Special Child Health Services		x																x		
Star Harbor Senior Center	x								x							x				
St. Francis Medical Center		x																		x
Stout's Charter Bus		x																		x
Supportive Children/Adult Network	x							x								x				
Suburban Transit Network Inc.	x		x		x			x			x				x					
Surrey Service for Seniors	x		x										x	x						

Organization	Pennsylvania	New Jersey	All purpose	Family	Educational	Elderly	Employment	Medical	Social	paratransit	Section 5310	Bucks	Chester	Delaware	Montgomery	Philadelphia	Burlington	Camden	Gloucester	Mercer
Tabor Children's Services	x							x				x				x				
Tender Inc.		x															x			
Thomas Community Center	x					x			x					x						
Township of Abington	x		x												x					
TRADE		x																		x
Transit Aide, Inc.	x							x				x			x					
Travelers Aid Society	x						x	x				x			x	x				
Tri-County Cab	x					x		x							x					
Transit Aide, Inc.	x							x				x			x					
Travelers Aid Society	x						x	x				x			x	x				
Tri-County Cab	x					x		x							x					
Tri-County Fountain Center	x								x				x	x	x	x				
Tri-State Transportation Service	x		x									x	x	x	x	x				
Valley Cab	x					x		x							x					
United Way	x	x																		
University of Pennsylvania	x		x								x									
Van Go	x		x										x							
Van Pool Services (VPSI)	x						x					x	x	x	x	x				
Veterans Services	x	x																		
Victim/Witness Advocacy		x															x	x	x	x
Virtua Hospital		x					x										x	x	x	
Vocational Rehabilitation		x															x	x	x	x
Washington Township		x	x																x	
West Windsor Township		x	x																	x
Wheels Incorporated	x	x						x				x	x	x	x	x				
Wheels Plus		x																		x
Wordsworth	x							x				x	x	x	x	x				
Workforce Investment Board		x															x	x	x	x
Young Men's Christian Association	x				x										x					

**Coordinated Human
Services Transportation Plan**

APPENDIX E

CHSTP Committees

CHSTP COMMITTEES

Pennsylvania
Alex Flemming, Delaware County
Andrew Lofton, GPUAC
Bill Rickett, Bucks County TMA
Cathy Popp-McDonough, SEPTA
Cecile Charlton, DCTMA
Christina Hall, Family Service Association
David P. Johnson, Bucks County
Dennis Winters, RCC Representative
Francene Brown, Wheels of Wellness
Kathleen Zubrzycki, SEPTA
Kenneth Lomax, City of Philadelphia
Lex Levy, Ways to Work
Matthew Edmond, Montgomery County
Michael Herron, TMACC
Patricia Moir, Suburban Transit
Randy Waltermyer, Chester County
Steve D'Antonio, SEPTA

New Jersey State Representatives
Bruce Hayes, NJDHS
Jim Flynn, NJ Transit
Richard Kerr, NJ Transit
Robert Koska, NJ Transit
Terry Hirschorn, NJDHS
Tim Sharpe, NJ Transit

Burlington County
Donna Ryan, Westampton Township
Grace Beyanevand, Social Services
Jodi Kouts, Weston Club
Julia Gandy, Transportation Coordinator
Katy Carey, Interfaith
Kelly West, WIB
Linda Freites, Lourdes Medical
Patricia Davis, Blind/Visually Impaired
Rhonda Urkowitz, CCCTMA
Sharon King, Virtua Home Care

Camden County
Andrew Levecchia, CCIA
Bob Ellis, BOSS
Curt Noe, Public Works
Derene Wright, Veterans Affairs
Donna Kovalevich, Sen-Han
Glenn Baker, Employment Services

Hillary Colber, CPAC
Joann Hollender, Children and Families
Joel Falk, SJTA
Joy Merulla, Senior Services
Kathleen Mayfield, One Stop Career Center
Leona Tanker, WIB
Lou DiAngleo, Insurance Manger
Louis Ho, TranSystems Corporation
Rhonda Urkowitz, CCCTMA
Ronald Green, ACP
Terry Carr, Pennsauken Township
Winifred Miller, Medicaid

Gloucester County
Adele Riff, Washington Township
Andrew DiNardo, One Stop Career Center
Bill Gordon, ARC Gloucester
Bill Marker, ARC Gloucester
Bob Dazlich, Consumer
Carol Wilson, Transportation Division
Dale Benesh, Consumer
Delores Hardy, Disability Services
Dennis Cook, Gloucester County College
Dennis Ledger, Local Citizens Committee
Dr. Irene Hill-Smith, Disability Office
Elaine Vets, Local Citizens Committee
Eileen Gallo, Economic Development Division
Holly Tongue, Transportation Division
Jennifer Mauro, One Stop Career Center
Jim Casa, Burlington County Transportation
Jim Kneubuehl, Abilities Center
Jim Pennington, Westville Township
Kathy Vaczi, PASP
Rick DeCosta, Transportation Division

Mercer County
Beverly Mills, WIB
Erica Pennacchi, Office of Aging
Martin DeNero, TRADE
Matthew Lawson, Planning Division
Ottilie Lucas, TRADE
Pamela Mazzucca, Office of the Disabled
Patrick Cacacie, United Way
Sandra Brillhart, Greater Mercer TMA
Scott Ellis, Progressive Care

REFERENCES

Century League, "Roadmap from Welfare to Work: A Resource Guide for Philadelphia, 21st March 1999.

DVRPC, ". . . and Justice for All" DVRPC's Strategy for Fair Treatment and Meaningful Involvement of All People, September 2001.

DVRPC, Annual Update ". . . and Justice for All" DVRPC's Strategy for Fair Treatment and Meaningful Involvement of All People, September 2002.

DVRPC, 2003 Annual Update ". . . and Justice for All" DVRPC's Strategy for Fair Treatment and Meaningful Involvement of All People, August 2003.

DVRPC, Access to Opportunities in the Delaware Valley Region, June 1999.

DVRPC, Population and Employment Forecasts, 2000-2025, Data Bulletin No. 73, March 2002.

DVRPC, Transit Accessibility in the Delaware Valley Region, June 1998.

DVRPC, Getting Older and Getting Around: Aging and Mobility in the Delaware Valley, November 1999.

DVRPC, The Aging of the Baby-Boomers: Housing Seniors in the Delaware Valley, January 2007.

MultiSystems, *JARC Reporting Issues: An Examination of Current Job Access and Reverse Commute (JARC) Program Evaluation Efforts,* February 2003.

New Jersey Department of Human Services, Current Program Statistics, March 13, 2003.

New Jersey Office of Income and Maintenance, Bureau of Employment and Training Programs, Division of Policy and Research, "TANF All Families and Post-24 Month Caseload and Activities," November 2002.

Pennsylvania Department of Transportation, Welfare to Work Transportation Demonstration Program, *"How w2w Grantees Measure/Determine Success Outcome Report for 2001-2002."*

SEPTA*, Accessible SEPTA*, March 2006.

The Center for Applied Research and Policy Analysis Shippensburg University *Welfare Reform: The Experience of Rural Pennsylvania* May 2002.

The Reinvestment Fund, Workforce 2002: Measuring What Matters, 2002.

Transportation Research Board, Transit Cooperative Research Programs, April 1997- Number 10.

Transportation Research Board, Strategies to Increase Coordination of Transportation Services for the Transportation Disadvantages, 2004.

U.S. General Accounting Office, December 2002. *WELFARE REFORM: Job Access Program Improves Local Service Coordination, but Evaluation Should Be Completed.* Washington, D.C., GAO Report to Congressional Committees-GAO-03-204.

U.S General Accounting Office, December 2002. *Welfare Reform: Former TANF Recipients with Impairments Less Likely to be Employed and More Likely to Receive Federal Supports,* Washington, D.C., GAO Report to Congressional Committees-GA-03-210.

State of Pennsylvania-Department of Public Welfare www.state.pa.us/dpw

State of New Jersey – Department of Human Services www.state.nj.us/dhs

Improving Access to Opportunities in the Delaware Valley Region: Coordinated Human Services Transportation Plan

Abstract: Enacted in August 2005, SAFETEA-LU – the Safe, Accountable, Flexible, and Efficient Transportation Equity Act –authorized $45.3 billion in transportation funding over a 4-year period (2005-2009). Under the new SAFETEA-LU regulations, the previous JARC program has now been made a component of a new Coordinated Human Services Transportation Plan. The new Coordinated Human Services Transportation Plan includes a brief history of the FTA's programs; a description of welfare-to-work legislation and trends in Pennsylvania, New Jersey, and the Delaware Valley Region; pertinent demographic and travel information based on the 2000 Census and related estimates and forecasts; an explanation of the new Coordinated Human Services Transportation Planning requirements; including the new federal grant programs;, an assessment of strategies and goals for the regional plan; and a gap analysis of existing services and where needs must still be met.

Delaware Valley
Regional Planning
Commission

190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106-1520
P: 215.592.1800
F: 215.592.9125
www.dvrpc.org