
YVCOG

Yakima Valley Region

Coordinated Public Transit -
Human Services
Transportation Plan 2010



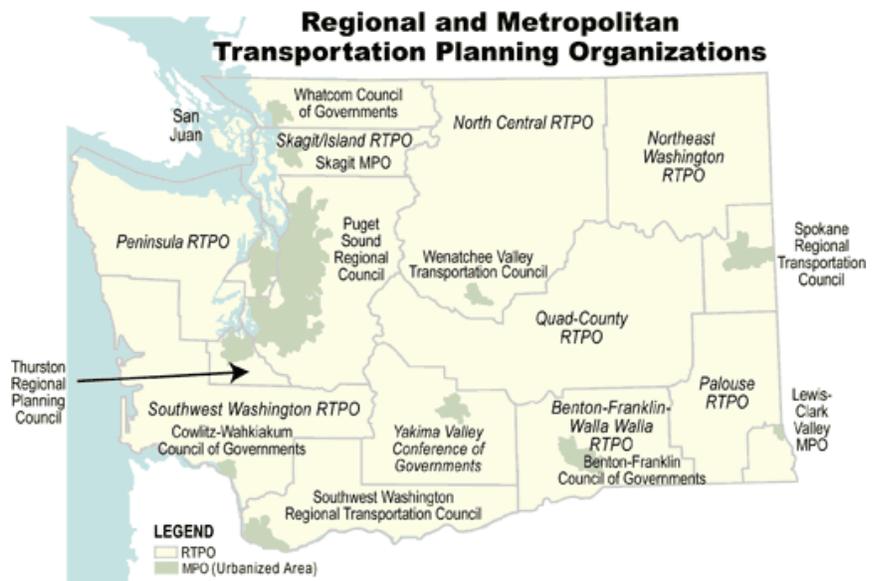
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Executive Summary

The Federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU) of 2005 requires that communities develop a coordinated public transit and human services transportation plan by federal fiscal year 2007 to be eligible for certain Federal Transit Administration funding. The act's purpose is to improve transportation services for persons with special needs. A person with special transportation needs means those persons, including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase appropriate transportation.¹

Washington State Department of Transportation provided funding and guidance to the Regional and Metropolitan Transportation Planning Organizations (MPO/RTPO) to develop the Human Services Transportation Plan (HSTP). The Yakima Valley Conference of Governments (YVCOG) is the designated MPO and RTPO organization for Yakima County. People For People was selected as the Lead Agency to create a coordinated public transit/human services transportation plan on behalf of the Yakima Valley Conference of Governments.



People For People led the Yakima County Special Needs Transportation Coalition in developing the HSTP. The Yakima County Special Needs Transportation Coalition identifies and addresses transportation barriers for the special needs community with community service providers; thereby allowing the special needs community to access services, employment opportunities and daily activities. Yakima County Special Needs Coalition has provided the framework for development of the Yakima County Coordinated Public Transit - Human Services Transportation Plan. The Yakima County Special Needs Transportation Coalition's goal has been:

Improving transportation effectiveness and efficiency throughout Yakima County by collaboration.

¹ Washington State Legislature, Revised Code of Washington (RCW) 81.66.020

The first version of the HSTP was approved April 2007 and utilized for the Department of Transportation Consolidated Grant Program for 2007-2009 and 2009-2011. Plans must be updated every four years and are required to be updated in order to receive funding for the 2011-2013 biennium. This updated version of the Human Services Transportation Plan provides current information about Yakima County. New transportation services have been implemented since the original Human Services Transportation Plan was written. Pahto Public Passage and Union Gap Transit are two new public transportation services that have begun, serving the Yakama Reservation region and the city of Union Gap respectively. Information gathering has also shown new regions that require transportation. A new homeless shelter in the city of Wapato created demand from low-income individuals, many of whom need transportation to social service appointments and medical services. The Chinook Pass senior community north west of the town of Naches identified the needs of seniors to travel from this remote mountain region into the city of Yakima for medical, grocery shopping and other daily living activities.

The YVCOG Human Services Transportation Plan describes the overall transportation needs for those who do not have their own form of transportation due to being low income, elderly, having a disability or youth. The plan also describes the current transportation options available to them and how some needs are met, where other needs are still not addressed.

Stakeholders and Process

Stakeholder Description

The Yakima County Special Needs Coalition is the planning committee used to update the Human Services Transportation Plan. Regular meetings were held to ensure completion of established goals leading towards the completion of the HSTP. Initial meetings confirmed representation on the committee of those agencies and individuals that represent the special needs populations served. This coalition created the distribution list for surveys, invitation list for community forums and determined the locations to conduct the community forums. The Yakima County Special Needs Coalition consisted of representation from the following agencies:

- Yakima Valley Conference of Governments
- North Star Lodge
- Medstar Cabulance
- Department of Social & Health Services, Department of Vocational Rehabilitation
- Yakama Nation Transit, Pahto Public Passage
- Yakima Transit
- Yakima County
- Southeast Washington Aging and Long Term Care
- Department of Social and Health Services
- Educational Service District 105
- People For People
- Washington State Department of Transportation
- Yakima County Veterans' Program
- T C Transportation Services
- Disability Services for the Blind
- WorkSource Yakima

Information Gathering Methods

Community outreach strategies included distribution of surveys, community forums and general education about the HSTP to the community. Each method was designed to inform the special needs population about the HSTP and to gather information about the transportation resources and needs within the county.

Surveys

Two surveys were designed to solicit feedback.² One survey was specific to individuals who have special needs and are in need of transportation. To gather input from the target population, surveys were developed in English and Spanish, and distributed through individual service providers. 273 surveys were returned and compiled to identify: transportation needs, points of origin and destination, transportation resources used, and identification of the unmet transportation needs. These surveys provided insight into the individual's transportation needs, as well as assisting the service providers in determining how best to meet these needs through their services. The other survey was distributed to agencies that serve people with special needs. This survey asked the agency to describe the transportation needs of those they serve, current services used, and the unmet needs. 28 agencies responded to the survey.

Community Forums

Community forums were held throughout Yakima County as a way for the public to share their input. Advertising for the Community Forums was conducted through the media and mailings to agencies and businesses that provide services to people with special needs. Each mailing contained a flyer on the Community Forum, client surveys and an agency survey. Spanish translation was available at the community forums. Meetings generally lasted one hour with an agenda including the purpose of the HSTP, a presentation by current transportation service providers regarding existing services and then concluded with those in attendance providing their input on origins, destinations, unmet needs and current services used. Locations for the community forums included senior centers, homeless shelters, community centers and community colleges.

Community Forums were held in the following locations:

- Grandview – Yakima Valley Community College
- Wapato - Noah's Ark Homeless Shelter
- Toppenish - Eagle Seelatsee Room @ Yakama Agency
- Naches - Naches Train Depot
- Yakima - Harman Senior Center and Gailleon Park
- Union Gap - Youth Park Barn
- Selah - Civic Center
- Chinook Pass (near the town of Naches) – Nile Valley Community Church

Meetings of Service Providers also proved to be a venue for distributing the information regarding the HSTP. Presentations were made to the following:

- Mid-Valley Providers Consortium
- Yakima Homeless Network
- DSHS staff in Yakima

² Examples of surveys are located in the Appendix.

Media

Local media provided an opportunity to share with the community the purpose of the HSTP, inform them of upcoming Community Forums and invite input regarding the transportation needs of people in the county. The Appendix includes copies of media related to the HSTP.

Statistical Data Analysis

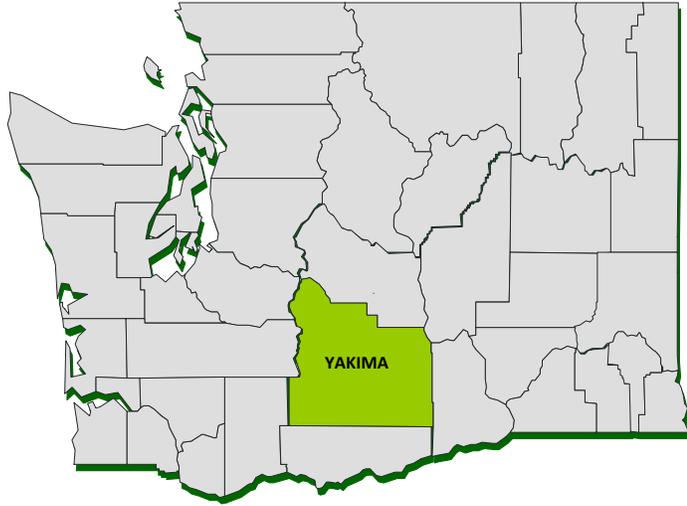
To quantify the number of people with Special Needs throughout Yakima County, a number of data sources were utilized. The U.S. Census proved valuable when calculating the number of people who are low income, have a disability, are under the age of 18 and those over the age of 65. Other sources included the Department of Health, Office of Financial Management, Office of Superintendent of Public Instruction and Department of Social and Health Services.

General definitions of people with special needs include the following:

- Low Income: The official poverty measurement has two components - poverty threshold (income levels) and the person's income that is compared with these thresholds. If a person's total income is less than the threshold, the person is considered poor. The poverty thresholds are not adjusted for regional, state or local variation in the cost of living.
- Elderly: People 65 years of age or older
- Youth: People 17 years of age or younger
- Person with Disability: The restriction in participation that results from a lack of fit between the individual's functional limitations and the characteristics of the physical and social environment.

Planning Area

Yakima County is located east of the Cascade Mountain range in South Central Washington, with a geographic area of 4,296 square miles. 2010 data from the Office of Financial Management (OFM) indicates Yakima County is the second largest in land area among Washington State's 39 counties.³ Its population density is 55.5 persons per square mile, the sixteenth most densely populated county in the state. The Washington State Office of Financial Management estimates total county population at 239,100 with 37.3% of residents living in unincorporated areas with the remainder living in fourteen incorporated cities and towns.⁴ In Yakima County, Yakima is the largest city with a population of 85,040, and 35.5% of the total. The city of Yakima consists of 20 square miles.



The OFM population estimates for 2010 rank Sunnyside and Grandview as the second and third largest cities, with 15,410 and 9,290 residents respectively. The remaining cities and towns in the county vary widely in population ranging from 9,080 residents in Toppenish to 630 people in Harrah. OFM reported from 2000-2010⁵ that the fastest growing incorporated areas were Moxee (growing from 821 residents in 2000 to 2,695 residents in 2010), Zillah (26.9% growth), and Granger (22.5% growth).

Population by City Yakima County Cities as of April 2010 Office of Financial Management			
City	Population	City	Population
Grandview	9,290	Sunnyside	15,410
Granger	3,100	Tieton	1,195
Harrah	630	Toppenish	9,080
Mabton	2,165	Union Gap	5,850
Moxee	2,695	Wapato	4,605
Naches	770	Yakima	85,040
Selah	7,180	Zillah	2,790
Unincorporated Areas: 89,300			

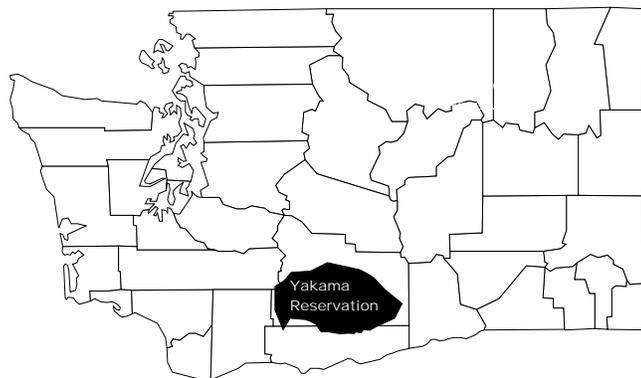
³ Office of Financial Management, 2010

⁴ Office of Financial Management, Population of Cities, Towns and counties, 2010.

⁵ Growth numbers compare 2000 Census to 2010 OFM Population Estimates

There are two distinct areas of Yakima County. Union Gap is the common dividing point that separates northern Yakima County from southern Yakima County. The southern portion of Yakima County is less densely populated with hundreds of acres of orchards, vineyards, hops, and row crops and residents living in small towns and communities.

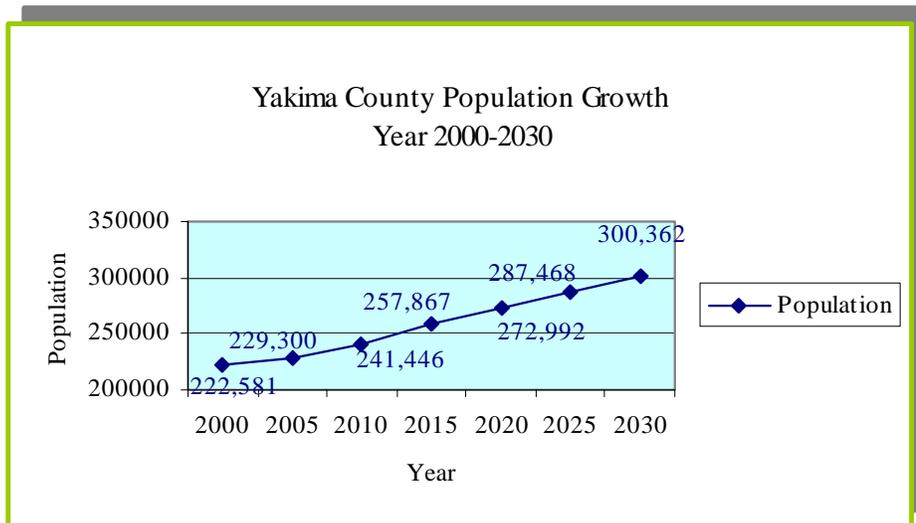
Southern Yakima County is also home to the Confederated Tribes and Bands of the Yakama Nation. Their 1,377,034 acre reservation covers 1,573 square miles—nearly half of Yakima County and part of neighboring Klickitat County. The reservation is primarily agricultural with range and grazing land in the foothills and timbered forests to the south and west. More than 9,822 people are enrolled members of the Yakama Nation, with 16,815



people living on or near the reservation. Labor Force Participation Rate among American Indians on the Yakama Reservation and Off-Reservation Trust Land was 55.7% in 2000 compared to 51.5% for American Indians on all reservations in the U.S.⁶ Unemployment rates for Tribal members have dropped from a high of 83% to 50%⁷, due in part to tribal enterprises that include Yakama Nation Legends Casino and Yakama Forest Products.

Northern Yakima County consists of a mix of urban and rural. The city of Yakima is the most populated city and is the county seat. The Yakima County region continues to experience

substantial growth. The Office of Financial Management estimates the county's population will reach over 300,000 residents by the year 2030 (see Table).⁸



⁶ Northwest Area Foundation, Indicators Northwest.

⁷ Northwest Area Foundation, Tribal Indicators, 2005

⁸ Washington State Office of Financial Management, 2007

Emergency Management

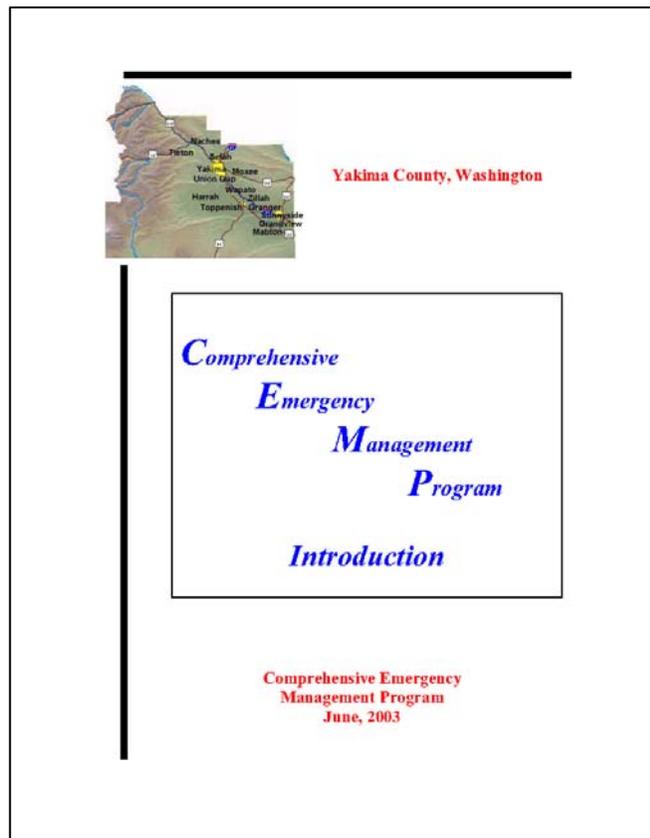
Yakima County's Comprehensive Emergency Management Program (CEMP) was most recently approved in June of 2007. The Yakima Valley Office of Emergency Management (YVOEM) coordinates and facilitates resources to minimize the impacts of emergencies and disasters on people, property, economy and the environment. Through planning, it is the mission of the YVOEM in cooperation with other jurisdictions of our county to endeavor to mitigate, prepare for, respond to and recover from natural and technological emergencies and disasters.⁹

The Comprehensive Emergency Management Program is separated into Functions according to implementation aspect of the plan. Emergency Support Function #1 speaks directly to transportation. Even though ultimate responsibility of the implementation of the plan lies with elected or appointed officials, non-government agencies play a role when the emergency plan is in effect.

Support agencies included in the plan are:

- Yakima Valley Office of Emergency Management
- Yakima Sheriff's Office – Search and Rescue
- Public Safety Dispatch Centers
- Private Ambulance Providers
- School Districts and Private
- Critical Infrastructure – Private Sector
- Volunteer Organizations

Identification of special needs populations is important when evacuation becomes an aspect of implementing the emergency management plan. Aging and Long Term Care (ALTC) has provided, as part of the CEMP, a list of clients served by their agency. The list includes the number of clients and the cities in which they reside. This list will assist those addressing the emergency to have knowledge regarding where people with special needs may reside.



⁹ Office of Emergency Management, www.yakimacounty.us

The ability to evacuate people with special needs and the general population is critical when addressing an emergency. Yakima Transit has a fleet of buses that are available to assist with emergency evacuation services. Yakima Transit has designated their Safety Office to be the contact for the YVOEM team to assist with the coordination of evacuation services.

People For People is another agency that plays a role with the CEMP. Through a Letter of Agreement, the agency has agreed to support the concepts, process, and structures and carry out assigned responsibilities to ensure effective and efficient incident management, including designating representatives to staff interagency coordinating structures, as required. Due to operating transportation services and the 2-1-1 Information & Referral phone system, this agency plays the following roles:

- Assist with transportation when available for clients who utilize wheelchair accessible vehicles.
- Assist with the dissemination of information to the public. 2-1-1 is utilized as a resource, as it provides a toll-free information and referral line for the community to access social service resources. During an emergency, 2-1-1 is provided information so that the community may call in to obtain resources, information about the emergency and venues for receiving assistance.
- Participate in practice emergency drills.

Role of Technology

An important aspect of transportation is the role of technology. In order to provide efficient services, technology is used for scheduling demand-response trips, communicating with drivers, and ensuring safe transport of the special needs population. Technology is also used when coordinating transportation operations, designing routes, cataloging vehicle maintenance and efficiently logging client information. There currently exists a variety of systems utilized.

Specific transportation related technology is in place today to assist with the efficient implementation of programs. Dispatching software, en route vehicle locating, cameras on buses, radio systems, eligibility software, and cost allocation programs all assist with safe, efficient, cost-effective programs.

To continue improving the efficiency of transportation, technology does play a role. This includes reducing wait time when a client is making an appointment, streamlining the eligibility process, tracking shared funding streams and improving the methods by which information is shared with drivers. Overall, technology assists with improving safety, increasing efficiency, enhancing coordination and analyzing transportation services.

Yakima Valley Region Summary

Demographics

The population that is most likely to have unmet transportation needs includes persons with disabilities, older adults, youth, and individuals with limited incomes. Within Yakima County a significant percentage of individuals fall into one or more of the categories¹⁰.

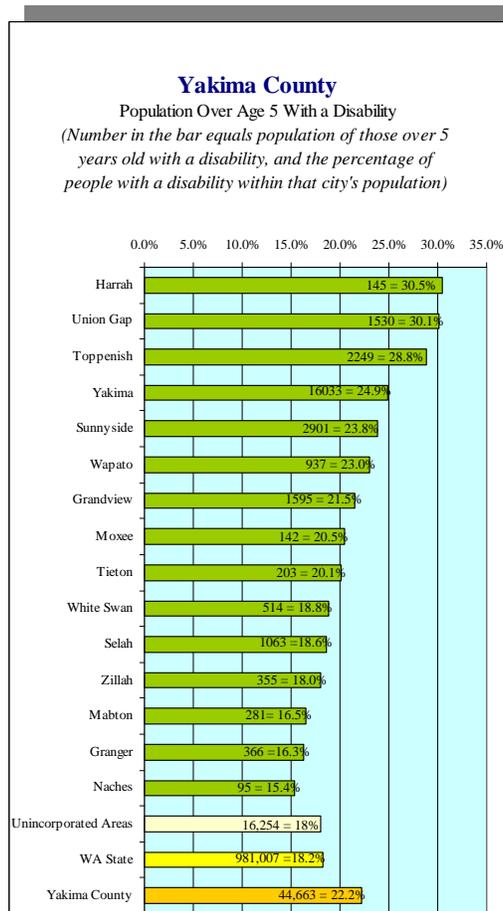
- 22.2 percent has a disability (5 years of age and older)
- 11.2 percent is 65 years of age and older
- 31.8 percent is under 18 years of age
- 19.7 percent of individuals has incomes that fall below poverty level

PERSONS WITH A DISABILITY

The 2000 U.S. Census identified 44,663 individuals as having a disability in Yakima County. Individuals were defined as having a disability if one or more of the following conditions were true:

- They were aged 5 or older and responded “yes” to having a sensory, physical, mental, or self-care disability.
- They were aged 16 years and older and responded “yes” to having a disability affecting their ability to go outside the home.
- They were between the ages of 16 and 64 and responded “yes” to having a disability that limited their ability to work.

Yakima County’s proportion of people with disabilities (see Table)¹¹ is 22.2%, exceeding the state average of 18.2%. The areas with the highest concentration of disabled persons include Harrah (30.5%), Union Gap (30.1%), Toppenish (28.8%) and Yakima (24.9%). In each instance, the elderly represent the largest age group with reported disabilities.



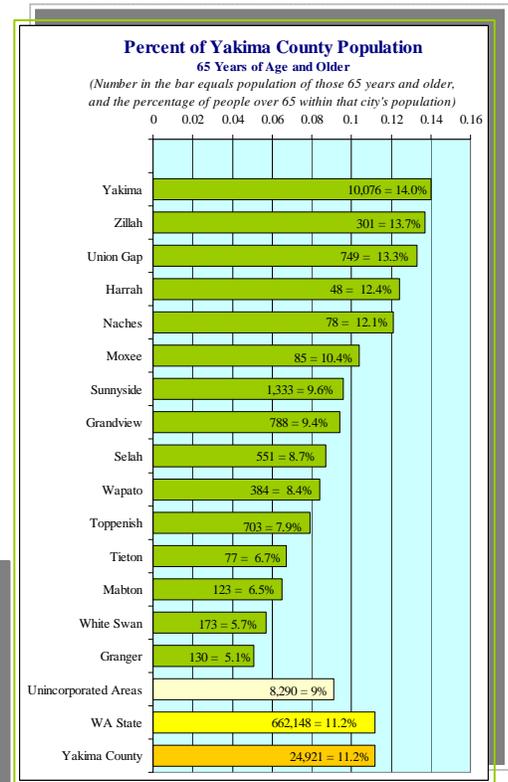
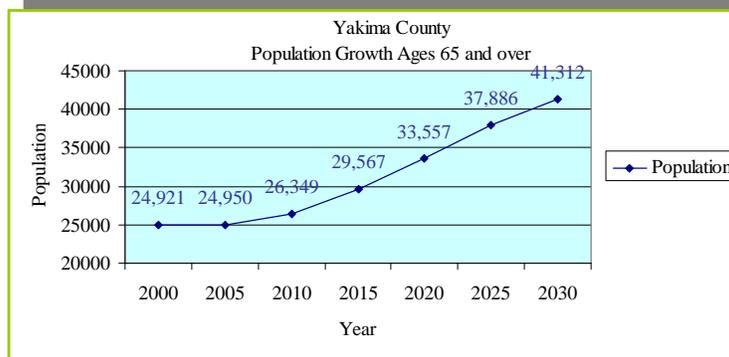
¹⁰ U.S. Census, 2000

¹¹ U. S. Census, 2000

OLDER ADULTS

Residents 65 years of age and older represent 11.2% of the county's population, matching the state average. The older adult population in Yakima County is nearly 25,000 residents.¹² The city of Yakima has the highest percentage of senior residents at 14.0%, followed closely by Zillah (13.7%), and Union Gap (13.3%) (see Table).¹³

As the region's population continues to grow, so does the number of elder citizens within the population. With a projected county population exceeding 300,000 in the year 2030, the projected senior population will surpass 41,000 (see Table).¹⁴ This increase in the elder population increases the need for transportation to and from residences, nursing homes, assisted living, and health care facilities.



YOUTH

There are 70,000 youth (age seventeen and under) in Yakima County, 31% of the county's population, compared to 25.7% in Washington State. 31% of the households with youth under eighteen years of age are identified as a household described as "female head of household".¹⁵ 49% of children live in high poverty neighborhoods as compared to the state average of 11%.¹⁶

The 2008-2009 school district enrollment for Yakima County was 48,871 students, ranging from 613 students in the Union Gap School District to 14,570 students in the Yakima School District. Yakima County's school districts have a high percentage of students that qualify for free or reduced lunch. Yakima School District reports 77.6% of

¹² U.S. Census, 2000

¹³ U. S. Census, 2000

¹⁴ Office of Financial Management, State of Washington, Population Estimates & Forecasts. 2007.

¹⁵ U.S. Bureau of the Census. (2000).

¹⁶ Washington Health Foundation. County Health Profile. (2003).

students are eligible, Toppenish School District (97.5%), and Granger School District (92.5%) (see Table, page 16). Highly dependent on a thriving agricultural industry, the Yakima County region is home to a large migrant and seasonal farmworker labor pool. Migrant families are challenged with low-pay, non-standard work hours, relocating to new areas, and living in rural locations with limited access to health and social services.

Out of the 39 Washington counties, Yakima ranks as the third highest for teen birth rate. The county’s teen birth rate is 42.6 per 1,000 births, compared to 16 per 1,000 for Washington State.¹⁷ Low-income youth, migrant students, and teen parents represent a significant population that needs transportation resources.

Youth within the Foster Care system also have transportation challenges. Their care may include a need for transportation for social service appointments, visits with family and after school activities.

Homeless Youth

The McKinney-Vento Assistance Act is a federal law that guarantees all children and youth the right to an equal education, even if their situation lacks an adequate nighttime residence.¹⁸ The Act was reauthorized in January 2002 to provide advocacy and other services for youth, one service being transportation to allow the students to attend their school of origin. The school district must eliminate the lack of transportation as a barrier for the Homeless Youth¹⁹ to attend school. Safe and appropriate transportation can be provided in the form of school district transportation, public transportation, gas vouchers, or mileage reimbursement.

Currently there are 870 homeless youth currently re-enrolled in the school districts within Yakima County.²⁰ These students are throughout the county as seen in the chart below.

Homeless Youth within Yakima County			
School District	Students	School District	Students
East Valley	17	Sunnyside	120
Grandview	78	Toppenish	226
Granger	17	Union Gap	16
Highland	29	Wapato	60
Mount Adams	100	West Valley	4
Naches	4	Yakima	171
Selah	12	Zillah	16

¹⁷ Washington State Department of Health, 2004

¹⁸ *The Most Frequently Asked Questions on the Education Rights of Children and Youth in Homeless Situations*, 11/09, National Association for the Education of Homeless Children and Youth.

¹⁹ Children covered under the McKinney-Vento Act include those who share the housing of others due to a loss of housing, economic hardship or similar reason; living in domestic violence, emergency or transitional shelters; live in locations such as motels due to a lack of alternative accommodations; are awaiting foster care placement; live in a place not designed for sleeping; live in cars, parks, abandoned buildings, etc.

²⁰ Point in Time Survey conducted by Homeless Network of Yakima County, January 2010.

In summary, the youth population within Yakima County has high needs that are evidenced by the high number of youth that qualify for free or reduced lunch, are categorized being transitional bilingual, migrant or special education.

Youth Data – Yakima County 2008-2009								
<i>Sources: Office of Superintendent of Public Instruction (WA State Report Card), 2009; Washington Department of Health, 2009; U.S. Census, 2000</i>								
Location by School District	Teen Birthrate Per 1000	Percent of Population Under 18 Years Old	Student Enrollment	Free or Reduced lunch	Special Education	Drop-Out 2007-2008	Transitional Bilingual	Percent Migrant
Yakima County	42.6	31.8%						
Toppenish			3447	97.5%	11.5%	5.4%	32.3%	18.1%
Granger			1482	92.5%	10.2%	7.1%	35.8%	16.1%
Wapato			3373	88.9%	13.0%	7.9%	24.6%	32.5%
Mabton			933	83.8%	10.2%	10.1%	37.6%	29.5%
Mt. Adams			951	85.1%	15.5%	16.1%	11.9%	2.9%
Sunnyside			5948	76.7%	12.8%	11.3%	25.4%	23.2%
Grandview			3467	79.6%	11.6%	2.8%	27.7%	13.8%
Yakima			14,570	77.6%	12.5%	7.1%	26.0%	22.7%
Highland			1141	72.4%	12.4%	3.5%	19.2%	22.0%
Union Gap			613	80.6%	14.7%	*	20.2%	8.0%
Zillah			1346	51.0%	10.3%	1.0%	11.2%	7.1%
East Valley			2784	50.3%	12.7%	4.0%	8.4%	0.0%
Selah			3367	40.4%	12.2%	7.4%	5.3%	0.0%
West Valley			4940	38.8 %	13.5%	3.1%	1.2%	1.4%
Naches			1509	34.7%	9.6%	0.8%	4.6%	0.0%
TOTAL			49,871					
* Union Gap School District is K-8								

LOW INCOME

“Low income” is defined using official poverty measurements comparing the person or family’s income to the federal poverty threshold. This leads to the assumption that the person or family does not have the economic means to afford basic human needs. Yakima County has poverty rates that have been among the highest in the state for several decades.

“Transportation helps our clients become self-sufficient, breaks the poverty cycle and helps the client get off public assistance”
--Case Manager

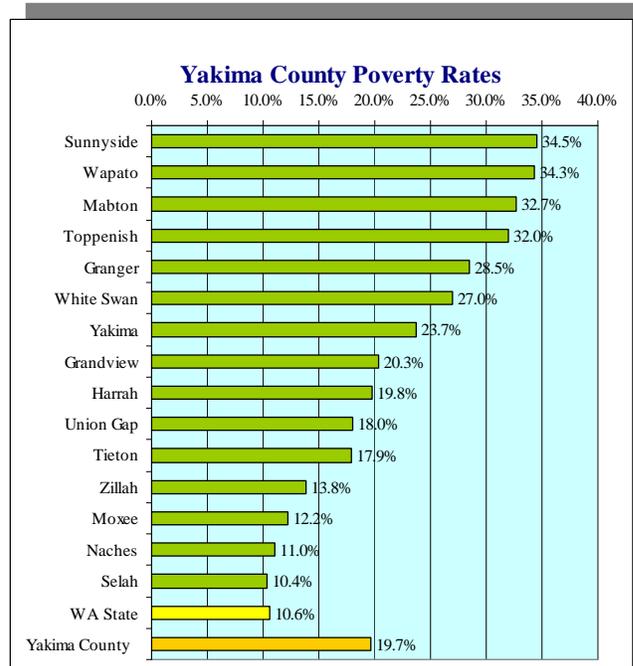
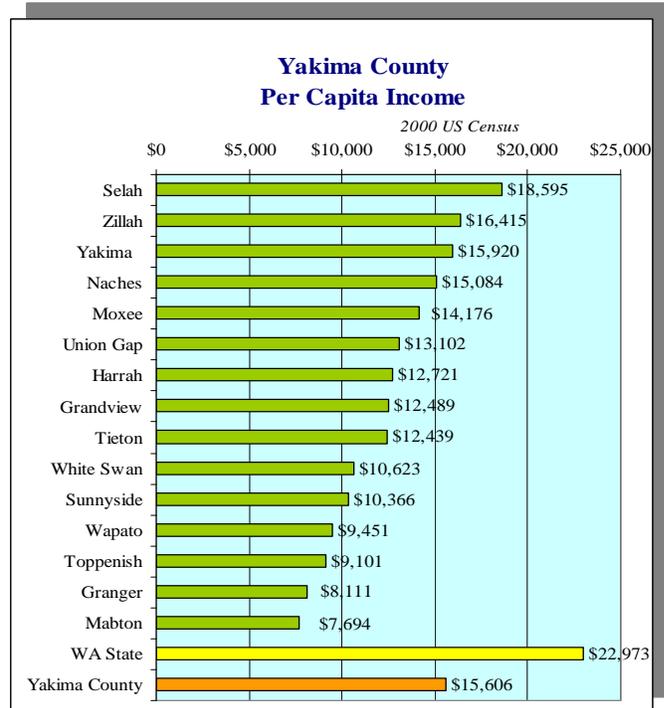
The 2000 Census reported a 19.7% poverty rate for the County, with some cities exceeding 34% (see Table)²¹.

The Northwest Area Foundation's (NAF) 2008 indicators rank Yakima County fifth in the state for percentage of population living below the poverty level.²² This alone doesn't capture the entire population that struggles to make financial ends meet. NAF identified that 44.2% of Yakima County's population has incomes below 200% of poverty as compared to 26% of the state population.

The per capita income is defined as the average obtained by dividing aggregate income by total population of an area. Yakima County's per capita income is 32% less than Washington State. Per capita income within cities range from Selah (\$18,595) to Mabton (\$7,694), which is half the county average.

Use of Department of Social and Health Services (DSHS) services and assistance is another indicator of low-income status.²³ According to DSHS, for the 2006-2007 program year, Yakima County had the highest DSHS usage of any county in the state at 52.1%.²⁴ The state average in the same year was 33.1%. 122,098 county residents used DSHS services at a cost of \$460,973,049. The highest usage rates were in medical assistance and economic services respectively. More than 122,000 Yakima County residents received some medical service through DSHS.

Unemployment rates are an indicator of an individual's self-sufficiency. People are counted as unemployed if they are without a job, available for work, and have made recent efforts to locate employment. The September 2010 unemployment rate of 7.2 percent (not seasonally adjusted) in the Yakima MSA increased six-tenths of a



²¹ U.S. Census, 2000

²² Northwest Area Foundation, County Indicators, 2008

²³ DSHS services include, as examples, child abuse reporting, alcohol prevention, senior services, food assistance, economic services, housing, and medical services.

²⁴ Department of Social and Health Services, Washington State

percentage point from the 6.6-percent reading in September 2009. Although there were approximately 2,950 more Yakima County residents in the civilian labor force in September of this year (137,730) than in September of 2009 (134,780) and the number of “employed” residents increased from 125,830 to 127,840 - the number of “unemployed” grew at a faster pace. In September of last year about 8,950 people were unemployed, but this figure drove upward to 9,890 in September 2010 - a 940-person increase²⁵. Unemployment in Yakima County has traditionally been greater than the state’s rate because of the county’s agricultural base that has seasonal employment.

Agricultural workers are usually immigrants from Latin American countries that speak little or no English, have limited education, and work in the fields and orchards for low wages and no benefits. Yakima County has the highest population of Migrant/Seasonal Farm Workers (MSFW) in Washington State, an estimated 52,476 individuals. When family members are included in the population, Yakima has a total of 81,175 workers and family members. Traditionally, MSFW will face lay offs during the winter months leading to higher unemployment and poverty rates.²⁶

Because most farms and orchards in Yakima County lie outside the Yakima City limits, where access to public transportation is limited, workers moving from farm to farm must find alternative types of transportation to get to work sites. Many use their own vehicles or carpool; because of low wages many not only have automobiles in poor working condition but are also hardest hit by high fuel rates.

Homeless individuals are another population within the county that commonly lacks transportation services. Yakima County conducts a Point-In-Time survey to determine the number of people who fall into the homeless category. The top 5 reported causes of homelessness include unable to pay rent/mortgage, alcohol/drug use, job loss, family break-up and no job skills. As part of the Point-In-Time survey the interviewers asked the individuals to share the top overall services that they require. Not only is “transportation” the third most requested need, but other prioritized needs (job training, health care, education, etc) require transportation in order to meet this need.

Point in Time Survey, Homeless Network of Yakima County, January 2010	
Prioritized Needs	
Service	Responses
Job Training/Placement	368
Food	332
Transportation	313
Health Care	265
Clothes/Blankets	250
Education	223
Dental Work	199
Counseling	138
Mental Health Care	137
Substance Abuse TX	123
Church/Spirituality	108
Social Security	93
Legal Assistance	78
Childcare	71
Socialization	64
Credit Counseling	39
DV Services	34
Veteran Services	29

²⁵ Yakima County Economic Update, Washington State Employment Security Department, Donald W. Meseck, Regional Labor Economist October 21, 2010

²⁶ Larson, Alice C., Migrant and Seasonal Farmworker Enumeration Profiles Study, 2000

Common Origins

The common points of origin were identified through Community Transportation Forums, Transportation Surveys, and Service Provider Surveys. The US Census has identified where these people of special needs are located throughout Yakima County. The Appendix includes maps that indicate the location of these populations.

Overall, people with special needs living within Yakima County have common origins that include:

- Rural locations at individual residences and smaller towns and communities.
- Low-income housing, senior housing, tribal housing, migrant seasonal farm worker housing, correctional facilities, homeless shelters, assisted living, and nursing homes all located across the county.

The special needs population is distributed throughout Yakima County. With 37.3% of the entire population residing in unincorporated areas of the region, the rural locations require individualized transportation services. The residents that live in unincorporated areas and smaller towns need transportation to access social services, health care, employment, education, recreation, worship, and legal services that are located in the larger cities.

Within the cities there are some common points of origin such as, subsidized housing units, correctional facilities, homeless shelters, assisted living, and long-term care facilities. Within Yakima County there are 15 nursing homes, 12 adult family homes, and 23 boarding homes/assisted living. Seven nursing homes, eight adult family homes, and 48 assisted living facilities are located in the city of Yakima. There is one nursing home in each of the following communities: Wapato, Toppenish, Sunnyside, Union Gap, and two in Selah. There are two adult family homes in Wapato, one in Selah, and one in Moxee. There are five assisted living facilities in Sunnyside, three in Grandview, and two in Selah and Glead.

Homeless shelters are also a point of origin within Yakima County. In 2008 and 2009 two new shelters were opened in the county. Noah's Ark opened in 2008 in Wapato and has therefore become a point of origin for many low-income individuals who require transportation to social service appointments and medical facilities. Rod's House opened in 2009 and is a drop-in center for homeless youth. The YWCA offers a family shelter in downtown Yakima.

The Yakima County Jail and the Juvenile Justice facility are located in the city of Yakima, and transportation is needed for individuals when they are released to return to their communities.

What are the common origins for your clients?

"Lower Valley (within or just outside city limits of Sunnyside), Toppenish, Wapato. To and from Mabton and Granger. When you don't drive and don't have a family member to drive you, a mile away to work in the winter might as well be the moon.

--Response from Service Provider Survey

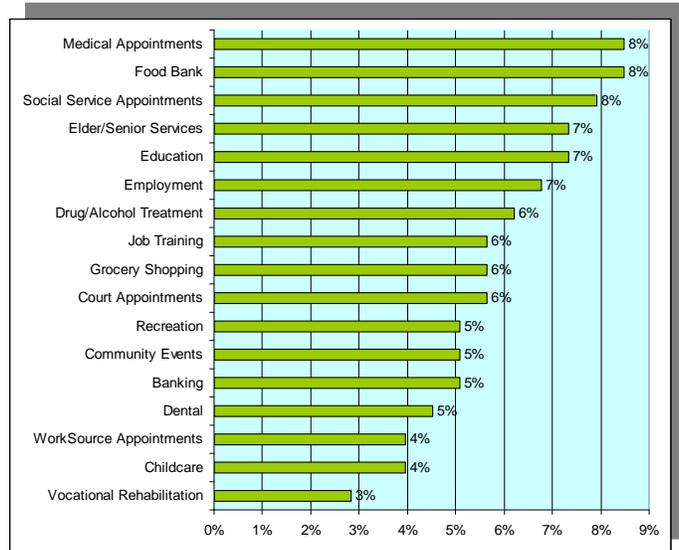


Noah's Ark Homeless Shelter, Wapato

Common Destinations

Services are generally located in the larger cities or towns, but may be miles from smaller communities or rural locations. The Community Transportation Forums and surveys identified the following common destinations for people with special needs:

- Medical appointments at health care facilities (local and out-of-area)
- Social Services: DSHS, mental health, chemical dependency treatment, food banks, senior nutrition sites, child care, community action agencies
- Educational services: post-secondary, English as a Second Language (ESL), Adult Basic Education (ABE), GED preparation courses and after-school programs. Many low-income students utilize affordable transportation options when traveling to community colleges, Perry Technical Institute in Yakima and Heritage University in Toppenish
- Elder and Senior services to include nutrition sites and senior centers.
- Employment: WorkSource and major employers
- Shopping, banking, legal services, courts
- Recreation, spiritual, and social activities



Requested Destinations by Riders

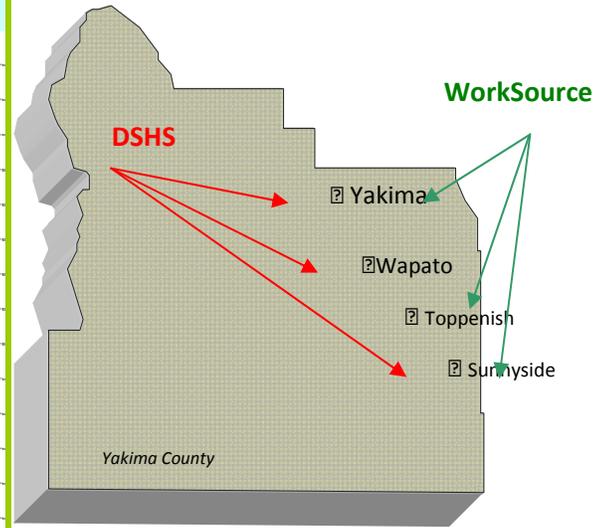
Residents who live in unincorporated areas of Yakima County lack transportation options and may travel up to 40 miles each way to access basic services. Areas such as Cowiche, Naches, and Mabton are isolated from transportation services.

Those seeking hospital services must travel to Yakima, Toppenish, or Sunnyside. More specialized health care, such as cancer treatment, may require travel to Yakima, the Tri-Cities, or Seattle. Employment and training services from WorkSource are located in Yakima, Sunnyside and Toppenish (limited). Medicaid, Temporary Assistance for Needy Families (TANF), food stamps, and social services are offered through the Department of Social and Human Services' Community Service Offices in Yakima, Wapato, and Sunnyside.

"The bus that runs is nice, but transportation to get to the bus stop is a long distance."

--Response from Survey

Miles to DSHS and WorkSource Offices		
City	DSHS	WorkSource
Grandview	8	8
Granger	10	10
Harrah	9	13
Mabton	8	8
Moxee	8	8
Naches	15	15
Selah	5	5
Sunnyside	0	0
Tieton	20	20
Toppenish	8	0
Union Gap	4	4
Wapato	0	8
White Swan	20	21
Yakima	0	0
Zillah	11	4



Current Transportation Services

Yakima County has transportation services throughout the county area but does not provide comprehensive transportation options. The special needs populations utilize existing services, but also rely upon friends, family, and other options due to the current services not providing completely sufficient transportation to meet their needs.

The services include regular fixed routes (Union Gap Transit, Yakima Transit, Pahto Public Passage and People For People), Demand Response service, student transportation, and a variety of other options. Each service covers a different portion of the county, for different purposes and coordinates riders when available. The current transportation services allow riders to travel to a variety of destinations, including medical appointments, grocery shopping, job training and social service appointments. The services listed below provide riders with special needs options that range from public transportation to door-to-door service for a person who uses a wheelchair.

Social Service Agency Survey

To determine what services clients may utilize, social service providers were asked what services are available to their clients who do not have their own form of transportation.

Question: What transportation services are available to your clients?

Responses Included:

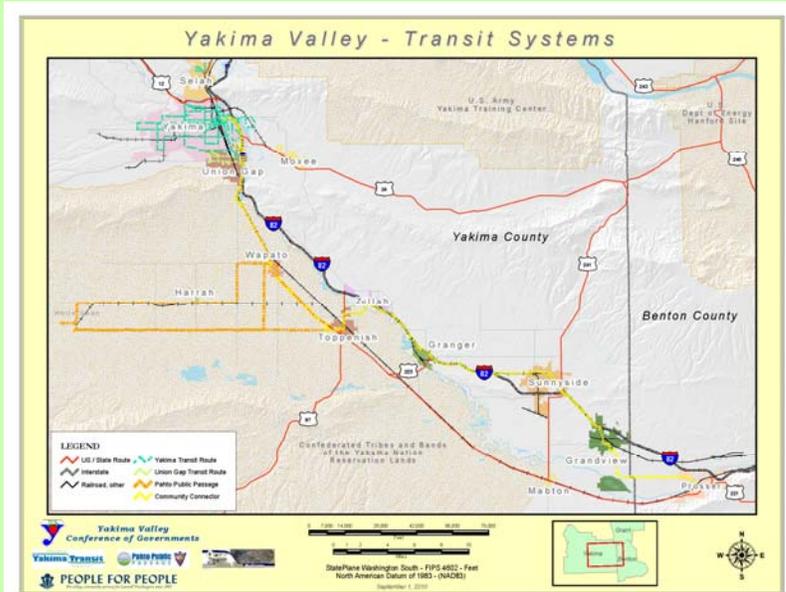
- Public transit
- People For People
- Friends/Relatives
- Volunteer Drivers
- Gas Vouchers
- Tax Service
- School Bus

Transit System Coordination

Yakima Transit, Pahto Public Passage, Union Gap Transit and People For People's Community Connector provide routed transit service in the communities of Selah, Yakima, Union Gap, Wapato, Harrah, White Swan, Toppenish, Zillah, Granger, Sunnyside, and Grandview.

Yakima Transit links to Union Gap Transit. Community Connector links to Ben-Franklin Transit, Pahto Public Passage and Yakima Transit.

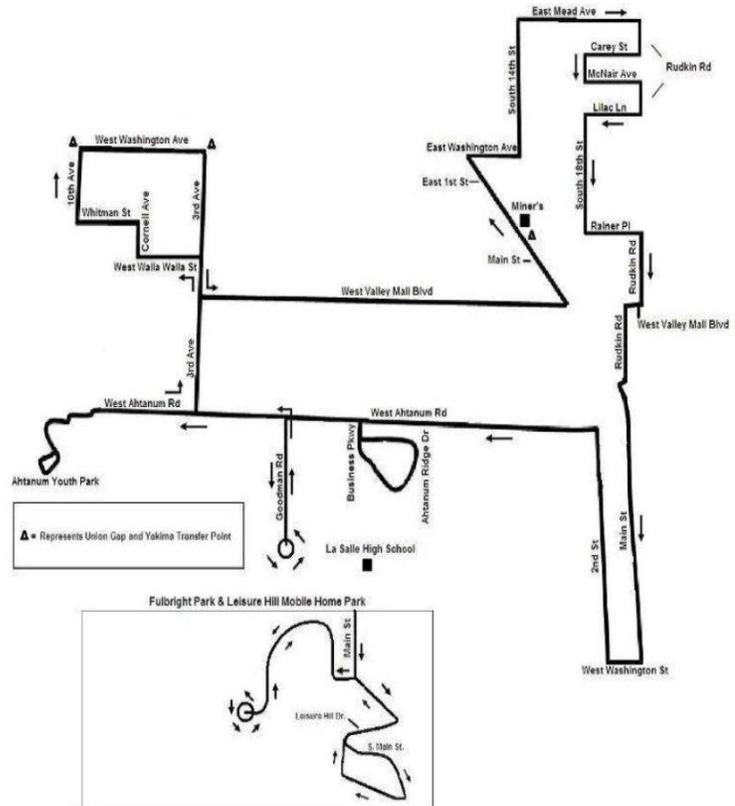
Pahto Public Passage links with Union Gap Transit. Riders can also access Greyhound and Airporter Shuttle via the Community Connector and Yakima Transit.



Yakima Valley Transit Systems (See Appendix for larger map)

Union Gap Transit

Union Gap is the newest community within Yakima County to offer public transportation. The city of Union Gap began their service under contract with Yakima Transit in 2008. Currently the contract is held with T C Transportation Services. The agency began providing service under contract with the city of Union Gap December 1, 2008. Transit funding is provided via a sales tax of .02% allowing this to be a free service. Service is available Monday through Saturday, 6:00 AM to 7:00 PM for both fixed route and Dial-A-Ride service. Sunday service is limited to Dial-A-Ride only and operates from 8:00 AM to 1:30 PM. The Dial-A-Ride program offers service to pre-qualified passengers to and from Union Gap, Selah and the city of Yakima.



Riders are able to access the Union Gap community including stops at medical facilities, the post office, city hall, agricultural museum, parks and schools. T C Transportation Services utilizes a combination of passenger cutaway chassis vehicles, smaller wheelchair vans plus sedans and mini-vans. Ridership figures for December 2008 were 6,736 passengers on the fixed route and 275 passengers using the Dial-A-Ride service.

In 2009, the fixed route buses traveled a total of 179,239 miles. The Dial-A-Ride fleet traveled a total of 12,767 miles. Ridership figures for 2009 were 80,835 passengers on fixed route and 3,298 passengers on Dial-A-Ride. Current year to date ridership figures through July 2010 is 47,152 passengers on fixed route and 1,925 passengers on Dial-A-Ride.

Yakima Transit

Yakima Transit's fixed-route services are available in the city of Yakima and city of Selah. The total service area, under FTA guidelines, is 44 square miles with a population area of approximately 102,000 people. Yakima Transit operates ten fixed-routes serving riders Monday through Friday with limited service on Saturdays. Times of service range

from as early as 6:15 a.m. to as late as 7:20 p.m. Yakima Transit has 36 ADA accessible busses that serve the fixed-route system. In 2009, Yakima Transit served 1,335,304 passengers.

Yakima Transit provides weekday non-exclusive transportation service to elementary, middle, and high schools in its designated service area, as well as to Yakima Valley Community College and Perry Technical Institute. The school districts do not provide service for students who live within a mile of the school. To provide alternative transportation, the school district purchases passes for the students. In 2009, the Yakima School District alone purchased 5,480 youth passes.

Yakima Transit provides ADA Paratransit, Fixed Route and Vanpool services. The 2010 rates for Fixed Route services are as follows:



How much does it cost to ride the bus?	One-way fare	Monthly passes
Adults (age 18 and over)	75¢	\$17.00
Youths (age 6 - 17)	50¢	\$12.00
Reduced Fare (Persons 62/over, people with disabilities & Medicare Card holders. Reduced Fare ID card required for reduced fare.)	35¢	\$ 5.00
Pre-School (under 6, accompanied by adult)		FREE

Transfers are free for unlimited rides on any bus, on any route, during one of three time periods each day. Morning transfer tickets are valid until 9:15am. Mid-day transfer tickets are honored from 8:45am to 3:15pm and afternoon/evening transfers are effective from 2:45pm until the close of service. The boarding time determines which transfer they receive.

Single ticket fares were increased January 2009. Adult single ticket passes increased from 50¢ to 75¢. Youth single ticket passes increased from 35¢ to 50¢. Reduced Fare single ticket passes increased from 25¢ to 35¢. Monthly passes did not increase. The previous fare rate was in effect for more than 15 years. Another fare increase is anticipated in 2015 for both single ticket and monthly passes.

Fare free service is provided, at Yakima City Council consent, each Wednesday during the summer months when school is not in session. Fourth of July fireworks shuttle service is offered with fare donations accepted. Round-trip shuttle service to the Central Washington State Fair-grounds during fall operations is available. On New Years Eve, Yakima Transit provides free bus service until 2am in hopes of reducing the number of intoxicated drivers on the road.

Paratransit

Yakima Transit contracts with A-1 Tri-City Taxi to provide paratransit services (Dial A-Ride) for persons with disabilities. Dial-A-Ride is a door-to-door transportation service available to pre-qualified riders with mobility impairments that are unable to use the fixed-route bus system. The service is available seven days a week. People

certified as eligible for paratransit services according to the standards of the Americans with Disabilities Act may use Dial-A-Ride to travel to any destination within the city limits of Yakima and Selah for \$1.50 per ride. Qualifying disabilities include mobility, vision, respiratory or cardiac impairment, mental disability, or developmental disability. Individuals must submit an application form accompanied by medical verification of the disability status. Age or the inability to drive, are not considered qualifying factors. Dial-A-Ride operates with a total of 36 ADA accessible vehicles. In 2009, Dial-A-Ride served 90,480 riders.

Vanpool

Yakima Transit also provides vanpool services for drivers and commuters. All vanpools begin or end in the urban Yakima area. Currently, 34 vehicles are available for use with 25 of those vehicles currently in service. Yakima Transit provides the vehicle, insurance, and maintenance under a monthly plus miles used fee. Fuel costs are included in the monthly vanpool fare.

Pahto Public Passage

Pahto Public Passage is a new transportation service that covers the cities of Toppenish, Wapato, Harrah, White Swan, Brownstown, Union Gap, Yakima, Parker and Goldendale. The service began as a result of the goal for the Yakama



Reservation to provide a long-term transportation and transit plan that complements the community-wide transportation plans that currently exist. For July 2009 through June 2010 the service provided 24,254 boarding's, traveled 127,220 miles and logged 5,879.07 service hours.

The Confederated Tribes and Bands of the Yakama Nation currently provides transit services through funds from the Federal Transit Administration's Public Transportation on Indian Reservations; Tribal Transit Program. On May 7, 2007 the Yakama Nation received the first award letter from Federal Transit Administration approving year one start up of services. Yearly funding is currently still in place from the FTA to operate the program. A current pending application from the FTA for services will provide Route Deviated and Demand Response Services if awarded.

Since beginning service in 2007, the Yakama Nation's Tribal Transit Program, doing business as **Pahto Public Passage®** has contracted with People For People to provide all components of the transportation options. People For People utilizes and maintains the fleet of ADA accessible vehicles. All components include: serving all people on the Yakama Nation reservation area, providing the service free, and connecting riders with essential daily living destinations. Since the service began, the objectives have been to improve the quality and well-being of the tribal and non-tribal members who reside on the Yakama reservation and to allow access to employment, education, health care, social services, shopping, and cultural and spiritual events.

People For People

In Yakima County, People For People uses 2 (two) eight passenger vans, 18 (eighteen) fourteen passenger minibuses, and six (6) twenty-eight or more passenger buses. The Washington State Department of Transportation (WSDOT) consolidated grant program provides funding to serve special needs populations and the general public on a competitive basis. Transportation programs have funding cycles that expire on June 30, 2011. Without these funds, thousands of individuals who depend upon these programs will have no other means for transportation service.



Paratransit Services

People For People with WSDOT funding provides **paratransit services** to individuals with disabilities outside the city of Yakima. The annual boardings (June 2009-July 2010) for those with disabilities in Yakima County was 5,480; buses traveled 100,683 miles, logging 4,907 service hours. Eligible riders answer a brief initial telephone questionnaire, but doctor verification is not required. For scheduling purposes, transportation dispatchers do request a minimum 48 hour notification prior to non-emergency medical appointments or needed trips.

Community Connector

People For People with WSDOT funding provides the **Community Connector** fare-free general public transportation for persons traveling along the I-82 corridor from Yakima to Prosser. The ADA accessible "Community Connector" buses stop at designated sites in Yakima, Wapato, Toppenish, Zillah, Granger, Sunnyside, Grandview, and Prosser. The service is available four times per weekday, with the first Yakima departure at 6:15 a.m. and the last Yakima arrival at 7:55 p.m. The "Community Connector" service reported 34,288 boardings in program year 2009-2010 operating 3,673 service hours and traveling 87,840 miles on its fixed route. The Community Connector Express service reported 4,634 boardings, 800.85 service hours and 23,030 miles.

Job Access-Reverse Commute

People For People with WSDOT funding provides **Job Access-Reverse Commute (JARC)** transportation for recipients of Temporary Assistance for Need Families (TANF) and their children. Transportation to job training activities is provided to eligible participants with no other means of transportation. JARC provided 10,730 rides in program year June 2009-July 2010 in Yakima County. Its vehicles traveled 132,890 miles and operated for 6,416 hours.

Senior Transportation

People For People through a contract with Aging and Long Term Care (ALTC) and WSDOT, provides **Senior Transportation** to residents who are 60 years of age or older and are living outside public transit. Transportation is available to

nutrition/meal sites, medical appointments, necessary shopping, and other sites as funding allows. Last year, People For People reported 11,145 Senior Transportation boardings, logging 9,084.98 hours and traveling 143,064 miles.

Greater Columbia 2-1-1 Mobility Management Program

Greater Columbia 2-1-1 utilizes a grant award from the Washington State Department of Transportation to establish a mobility management program. This program coordinates special needs transportation, provides community outreach, and identifies transportation resources and needs in Yakima County. Yakima County residents utilize the 2-1-1 information and referral program to connect individuals with transportation resources available to them depending upon their eligibility, destination and type of transport needed. This program has been in effect since 2009 and funding concludes in 2011 per WSDOT funding cycle.

School District Transportation

Each school district within Yakima County provides transportation services to students within their district boundaries. School districts provide their own equipment, driver training, maintenance, and operations. The state allocates funds to each school district based on the number of students needing transportation and their distance from school (see Table). This allocation does not cover all transportation expenses and school districts must supplement their state allocation with local funds. Therefore, school districts must prioritize services to transport student to and from school and limit transportation for after-school activities. Yakima School District will transport students to and from school whose residence is beyond the one mile radius from the school to which the student is assigned. For all districts within the state of Washington, Special Education Students are provided with transportation as part of their Individualized Education Program and are transported within one radius mile, which is funded by the state.



School District Transportation				
<i>OSPI Data 2009</i>				
School District	OSPI Transportation Allocation	Number of Students	Number of Passenger Trips	Average Reimbursement per Trip
East Valley	\$534,557	1442	517,500	\$1.03
Grandview	\$435,815	1180	417,240	\$1.04
Granger	\$253,625	500	180,000	\$1.41
Highland	\$304,806	721	259,560	\$1.17
Mabton	\$143,527	245	81,720	\$1.76
Mt. Adams	\$498,627	659	237,240	\$2.10
Naches	\$448,924	767	276,120	\$1.63
Selah	\$578,514	1458	503,388	\$1.15
Toppenish	\$514,423	1223	439,704	\$1.17
Union Gap	\$99,150	110	39,600	\$2.50
Wapato	\$658,496	1511	538,200	\$1.22
West Valley	\$866,206	2320	823,392	\$1.05
Yakima	\$2,224,257	3276	1,175,760	\$1.89
Zillah	\$205,139	593	212,760	\$0.96

Head Start Transportation

EPIC (Enterprise for Progress in the Community), Washington State Migrant Council (WSMC), and Yakama Nation provide Head Start transportation. Head Start provides transportation for eligible children to attend a full preschool curriculum. It is a national program that promotes school readiness by enhancing the social and cognitive development of children through the provision of educational, health, nutritional, social and other services to enrolled children and families.

EPIC Head Start

Head Start provides transportation for eligible children to attend a full preschool curriculum at 18 sites within the Yakima County region. Epic Head Start provides transportation services for approximately 700 children using 26 available buses to attend 18 sites within the Yakima County region.

Washington Sate Migrant Council

Washington State Migrant Council provides Head Start services for children in 7 sites in the Yakima County region. Each site operates two 32-passenger buses. More than 90% of the 780 children served each year rely on WSMC's door-to-door transportation services because there are no fixed bus stop/routes.

Yakama Nation Tribal Head Start

Transportation is available for eligible preschool children to attend Head Start centers in Toppenish, White Swan, and Wapato.

DSHS Medicaid Broker Transportation

DSHS pays for transportation services for non-emergency medical visits for eligible individuals. Recipients must qualify for Medicaid and have no other means to reach an approved medical service in order to be eligible for this program. Assistance is provided through a DSHS Regional Broker. People For People is the Regional Broker for the Yakima County region. PFP Customer Service Representatives screen clients for eligibility and then arrange the most appropriate and cost effective form of transportation assistance for the individual. Transportation or other service options may include: public bus, commercial bus, gas voucher, client and volunteer mileage reimbursement, non-profit providers, for-profit providers, cabulance, or taxi. Reservations must be made two business days in advance of the scheduled appointment.

Medicaid Transportation by Type July 1, 2009 to June 30, 2010	
Trip Type	Trip
Ambulatory Ride	40,412
Commercial bus	12
Gas Voucher Client	7,031
Mileage Client Associate Vehicle	1,330
Non-Ambulatory Ride	12,343
Public Bus (Paratransit)	13,560
Public Bus (Fixed Route)	5,396
Volunteer- Broker	418
Total Trips	80,502
Total Cost	\$2,726,159

WorkFirst:

The WorkFirst program, through DSHS, provides eligible parents with vouchers for transportation. Eligible parents are individuals who qualify for Temporary Assistance for Needy Families (TANF). Transportation is provided to assist with employment related activities including job search and participation in the Community Jobs program. The local DSHS Community Services Office (CSO), Employment Security, and Community Jobs contractors can provide transportation vouchers to eligible clients. Vouchers may be used to purchase bus passes, fuel, driver’s licenses, or vehicle repair.

Other Services

People with special needs and providers of social and health services throughout the Yakima County region have indicated they use a variety of services to ensure transportation for their special needs clients, such as those listed above. Due to lack of service, some programs also try to overcome transportation shortfalls by transporting clients in their own vehicles. It was also noted that assisted living facilities and area churches provide some limited transportation to their target population. Other services available include:

- **Yakama Nation Area Agency on Aging:** Yakama Nation Area Agency on Aging provides transportation for older adults to access healthcare, shopping, and

recreation. The agency utilizes one 12-14 passenger bus and one nine passenger van to provide service to seniors living within the boundaries of the Yakama Reservation. They transport clients to medical appointments within the Yakima Valley, for essential shopping and to nutrition locations in Wapato and Toppenish.

- **Greyhound Bus Line:** Greyhound provides limited commercial bus line transportation in the Yakima County region, serving the cities of Sunnyside and Yakima. The Yakima to Seattle route is twice a day, in the morning and mid-afternoon.
- **Airporter Shuttle:** The Airporter Shuttle provides four daily trips to the Sea-Tac International Airport with pick-up and drop-off sites in Yakima, Ellensburg, Cle Elum, Seattle, and Sea-Tac Airport. The Seattle site provides access to Amtrak passenger train, ferries, and local ground service.
- **Taxi Services:** Six taxi companies serve Yakima County. All taxi services operate out of the cities of Yakima and Union Gap.
- **Veteran's Services.** In Yakima the Veteran's Program at Yakima County Human Services provides gas vouchers for veterans who are seniors, have a disability and are limited/low income to travel to medical/health care, employment, education and shopping.
- **Other Resources.** The website www.rideshareonline.com assists riders with locating park and ride lots, learning about carpooling and determining the cost to travel.

Strategies

To Meet Transportation Needs

Coordination of Transportation

Coordination of transportation is key to ensure efficiency, leverage resources and address community priorities. The following are examples of how coordination can and does occur:

- Coordinate reservations, maintenance, purchase and maintenance of equipment, staff training, coordinate pupil and public transportation wherever possible.
- Coordinate social service transportation resources to provide universal access.
- Coordinate, develop and expand alternate transportation resources with volunteer drivers and a re-licensing program for individuals with suspended licenses to secure their driver's license (re-licensing program), loans for automobiles, and van pools.
- Coordinate trips for individuals to include multi-purpose activities (e.g. medical appointment, shopping, nutrition).
- Coordinate transportation resources with a central information and referral center such as 2-1-1.
- Coordinate transit schedules to assist passengers utilizing more than one transit service.

Community Priorities

Several priorities became apparent when learning the transportation needs of the special needs population and the community.

Preserve and expand Demand Response paratransit services for special needs populations
Door-to-door transportation service is needed in the rural and isolated areas of the county for special needs population. Transportation services are needed to access employment, healthcare, social services, education, shopping, and activities that improve their quality of life. ADA accessible vehicles and operating equipment and software are needed to accommodate special needs individuals.

Preserve and expand intercity connections throughout the Yakima County region
Coordinate with intra and inter-city transportation providers to provide transportation services to all areas of Yakima County. Provide safe sites for bus stops with shelters, lights, and signage.

Gaps in Service

Yakima County has a diverse population with unmet transportation needs. The area is made up of many rural, isolated communities. In all parts of the county there is a growing older adult population that is choosing to age in place. And the veterans' community is spread throughout the county, though resources are not.

Surveys and information gathering helped identify the primary needs. The primary transportation needs are for employment, health care, human services, nutrition, and education. Secondary transportation needs were identified for shopping, child care, court mandated appointments, and social, cultural, recreation, and spiritual events.

Even though transportation services are available for individuals with special needs, gaps in service do occur. The surveys that were conducted for the creation of this plan indicated that even though 76.4% said "yes" they use the transportation services available to them, only 57.9% indicated "yes" the available transportation services are meeting their needs. Some of the reasons the transportation services are not meeting their needs are listed below:

Additional Service Hours: Requests were made for service on holidays, more days of the week and longer hours. Also, even though service may be available from a smaller town into Yakima, riders requested more service as current service may not allow enough time to attend appointments, or too long of a wait time before returning to their original destination.

Communities Not Served: The special needs populations are located throughout the county, yet services are not available to all communities. Rural and isolated communities not only lack transportation, but also lack basic services.

Marketing: Understanding the service schedules, eligibility, and connection times has been difficult to individuals.

Education: Educating the special needs populations regarding services that are available, how to utilize services and the benefits of the service therefore lead to increased usage.

Affordable Service: Those who are not DSHS Medicaid eligible have limited options for non-emergency medical transportation. Those who live outside regions with public transportation in rural locations are often isolated from services. A high number of low-income individuals rely upon the free or low-cost transportation available to travel to work, school and services for daily living. Yet this service is not available countywide.

Countywide Service: There are significant gaps in coverage leaving areas of the county without service. People with special needs are located throughout the county yet basic routed service isn't available countywide.

Duplication of services

Transportation providers operate with local, state, and federal funding targeted to specific eligibility for the person and purpose of the ride. There has been a reluctance to integrate resources because of perceived risk, liability, and funding restrictions. Areas that have been identified for increased coordination to reduce duplication are:

- **Equipment:** Each transportation system purchases vehicles only for their system.
- **Drivers:** School districts, Yakima Transit, Head Start programs, and other transportation providers hire and train their own drivers.
- **Service Eligibility:** Yakima Transit, the Community Connector, Union Gap Transit and Pahto Public Passage are the public transportation systems that have no eligibility requirements. Other transportation systems have restrictions and have different requirements for documentation of eligibility.
- **Transportation Funding Restrictions:** Various funding sources restrict transportation services to a specific population for a specific purpose. Funding sources that have eligibility requirements restrict the service to specific populations. With silo restricted funding for transportation, there are areas of duplication. A school district in Southern Yakima County transports students 30 miles to the Yakima Valley Tech Center in Yakima. In transporting the students, the bus by-passes four other school districts with students that could also be transported on the same bus. Areas of duplication are opportunities to coordinate transportation resources. Coordination of transportation resources creates efficiencies.

Measurement Tool for Prioritization of Community Priorities

To address the needs for the special needs population, the following rankings were used when prioritizing proposed projects.

- **Preservation:** Ensure that current transportation resources remain in place.
- **Unmet/Greatest Need:** Meets the identified needs of the population.
- **Coordination:** Assure non-duplication and coordination of resources
- **Effectiveness/Cost Efficient:** Transportation resources are available, accessible and adaptable to meet the needs. Transportation resources provide community savings.

Projects were ranking by reviewing the four categories. Projects that address the concepts of “Preserving” and “Unmet/Greatest Need” were deemed as higher priority than those whose focus was “Coordination” and “Effectiveness/Cost Efficient”.

TRANSPORTATION SERVICE PLAN

Improve and expand transportation services for individuals with disabilities, older adults, youth and individuals with low-incomes.

PRESERVE AND EXPAND DEMAND RESPONSE PARATRANSIT SERVICES FOR SPECIAL NEEDS POPULATIONS.

Door-to-door transportation service is needed and requested in the rural and isolated areas of the county for special needs population. Transportation services are needed to access employment, healthcare, social services, education, shopping, and activities that improve their quality of life. ADA accessible vehicles and related technology are needed to provide service for special needs individuals. Services include Demand Response, deviated route and fixed route.

PROVIDE SERVICES THAT MEET THE UNMET/GREATEST NEED.

Special needs transportation a critical element to maintaining quality of life. The population that is most likely to have unmet transportation needs includes persons with

disabilities, older adults, youth, and individuals with limited incomes. Within Yakima County a significant percentage of individuals fall into one or more of the categories.

PRESERVE AND EXPAND INTERCITY CONNECTIONS THROUGHOUT YAKIMA COUNTY.

Coordinate with intra and inter-city transportation providers to provide transportation services to all areas of Yakima County. Provide safe sites for bus stops with shelters, lights, and signage.

EFFECTIVE/COST EFFICIENT TRANSPORTATION

Providing effective and cost efficient transportation services is critical to providing quality customer service while effectively managing resources. One example is how specific transportation related technology assists with the efficient implementation of programs.

COORDINATE TRANSPORTATION SERVICES FOR SPECIAL NEEDS POPULATION.

Examples include:

- Coordinate reservations, maintenance, purchase and maintenance of equipment, staff training, coordinate pupil and public transportation.
- Coordinate social service transportation resources to provide universal access.
- Coordinate, develop and expand alternate transportation resources with volunteer drivers, re-licensing program, loans for automobiles, and van pools.
- Coordinate trips for individuals to include multi-purpose activities (e.g. medical appointment, shopping, nutrition).
- Coordinate transportation resources with a central information and referral such as 2-1-1

Transportation Projects

Yakima County Region
Consolidated Grant Application
Project Rankings
MPO/RTPO Executive Committee Approved 11-15-2010

Preliminary Ranking	Title of Project	Agency	Preservation, Expansion, or New	Service Area	Type of Project	Project Description	Funds Requested	Matching Funds
A	Yakima County Special Needs Demand Response and Route Deviated Service	People for People	Preservation	Within Yakima Valley Region - throughout Yakima County	Operating Assistance - Route Deviated Service, Demand Response Service	Provide door-to-door and curb-to-curb services to the elderly and to persons with disabilities living in Yakima County.	\$1,310,272	\$296,900
A	Yakima County Employment Transportation	People for People	Preservation	Within Yakima Valley Region - throughout Yakima County	Operating Assistance - Fixed Route, Route Deviated Service, Demand Response Service, Employment Options	Provide transitional service for WorkFirst and low-income individuals to access employment and employment-related service.	\$1,007,869	\$0
A	Replacement Vehicle Purchase to Sustain Demand Response and Route Deviated Service in Yakima County	People for People	Preservation	Within Yakima Valley Region - throughout Yakima County	Capital Assistance - Fleet replacement.	Replace 5 aging 14-passenger cutaway van chassis vehicles with 5 14-passenger cutaway ADA vehicles equipped with radio, video, and GPS equipment.	\$339,970	\$84,993
A	One-year Extension of Existing Demonstration Project (JARC) Extending Fixed Route and Paratransit Service	Yakima Transit	Preservation	Within Yakima Valley Region - in City of Yakima	Operating Assistance - Fixed Route, Expand Service, provide new services	Preserve and continue a currently funded demonstration project that started March 2010 which coordinates and continues existing fixed routes and paratransit services one hour later into the evening.	\$62,000	\$62,000
A	One-year Extension of New Demonstration Project for Sunday Fixed-route Service for the City of Yakima	Yakima Transit	Preservation	Within Yakima Valley Region - in City of Yakima	Operating Assistance - Fixed Route, Expand Service, provide new services & extend hours of service	Preserve and continue a currently funded demonstration project that will start March 2011 (funded via CMAQ 2010) which coordinates fixed routes on Sundays.	\$98,000	\$98,000
A	Community Connector for Yakima County	People for People	Preservation	Within and Connecting Outside of Yakima Valley Region	Operating Assistance - Fixed Route, Employment Options, Restore Service to Prior Level	Continue and maintain a fare-free Community Connector service. The Yakima to Prosser fixed route will expand to include all communities in Yakima County and provide connections to Yakima Transit, Ben Franklin Transit, and Pahto Public Passage.	\$555,336	\$0

Continued on following page

Yakima County Region
 Consolidated Grant Application
 Project Rankings
 MPO/RTPO Executive Committee Approved 11-15-2010

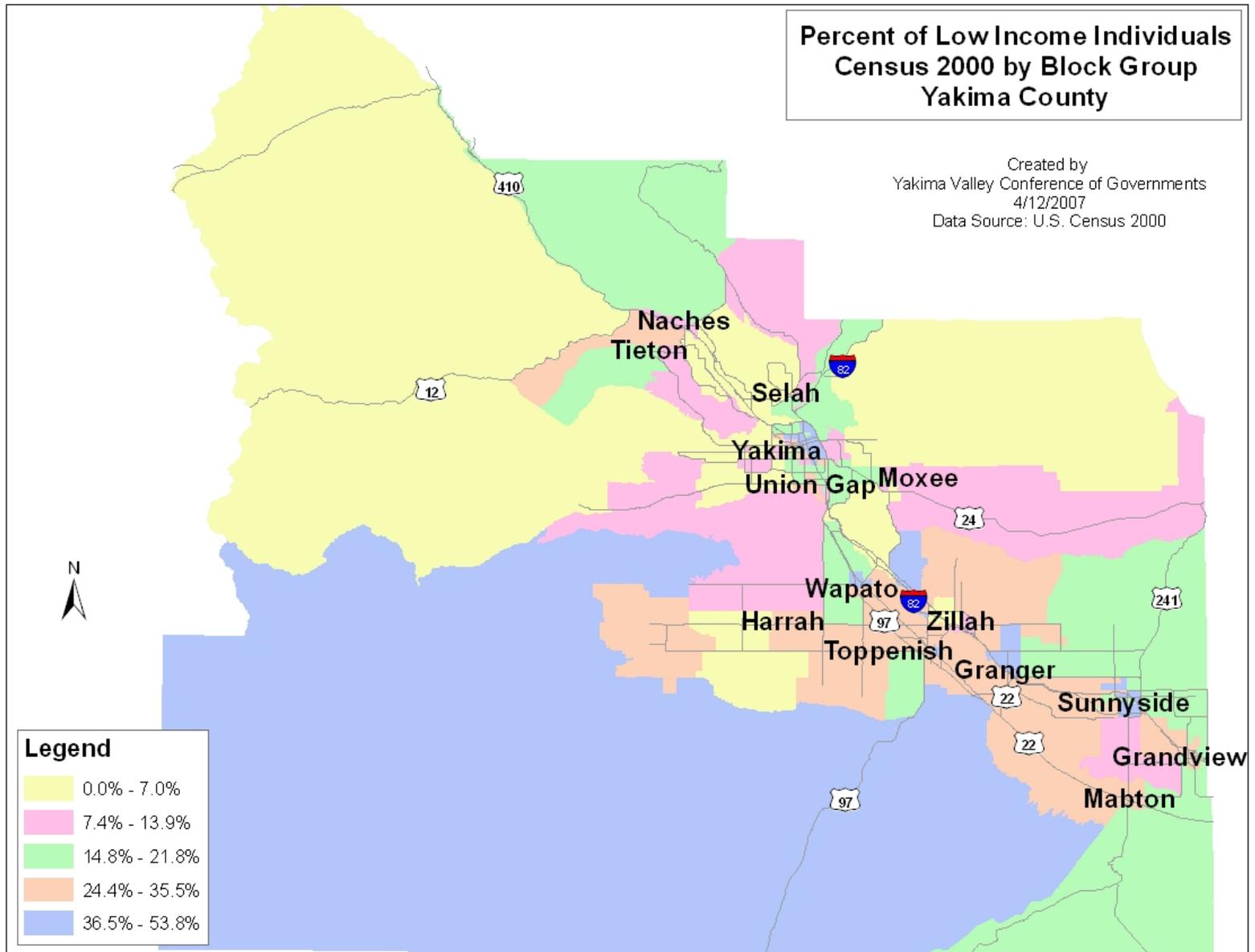
Preliminary Ranking	Title of Project	Agency	Preservation, Expansion, or New	Service Area	Type of Project	Project Description	Funds Requested	Matching Funds
B	Yakama Nation Mobility Coordinator/Manager	Yakama Nation	Expansion	Outside of and Connecting to Yakima Valley Region	Operating Assistance - Fixed Route, Preserve Existing Service to Prior Level	Preserve and expand mobility coordination in the rural areas of the Yakama Reservation with maintaining the Coordinator/Manager and adding an office assistant.	\$201,417	\$51,968
B	Transportation Coordination	People for People	Preservation	Within Yakima Valley Region - throughout Yakima County	Preserve Existing Service, Mobility Management	Coordinate transportation services by having a Transportation Information and Referral Specialist in a centralized call center for individuals with special needs to access transportation services.	\$109,562	\$27,391
B	Security Cameras and Installation for Yakima Transit's Facility	Yakima Transit	Expansion	Within Yakima Valley Region - in City of Yakima	Capital Assistance - Fleet or Equipment Expansion: provide new services	Install security cameras at our bus facility to monitor vehicles and the building which will discourage vandalism and theft.	\$24,000	\$6,000
B	People for People Technology Equipment for Yakima County	People for People	New	Within Yakima Valley Region - throughout Yakima County	Capital Assistance - Fleet or Equipment Replacement: replace other equipment, Fleet or Equipment Expansion: reduce response time & provide new services	Purchase computers for operations. Purchase on-board cameras, and GPS equipment for the existing fleet in Yakima County.	\$125,331	\$31,333
B	Ellensburg to Yakima Scheduled Bus Service	Airporter Shuttle	Expansion	Within and Connecting Outside of Yakima Valley Region	Operating Assistance - Fixed Route, Expand Service: provide new services	Improve bus transportation between Yakima and Ellensburg by expanding the number of round trips by 2 and scheduling them earlier in the morning.	\$312,000	\$61,850
B	Passenger Shelters for Yakima Transit's Fixed-route Service	Yakima Transit	Expansion	Within Yakima Valley Region - in City of Yakima	Capital Assistance - Fleet or Equipment Expansion: provide new services	Provide passenger shelters at an additional 50 of the 822 fixed-route bus stops; the shelters will include benches and garbage cans.	\$386,000	\$77,200
C	Two-year Fixed-route Service into the City of Ellensburg (Kittitas County) from the City of Yakima (Yakima County)	Yakima Transit	New	Within and Connecting Outside of Yakima Valley Region	Operating Assistance - Fixed Route, Expand Service: provide new services	Provide 8 Monday - Friday commuter service round-trips between the cities of Yakima and Ellensburg.	\$264,000	\$132,000

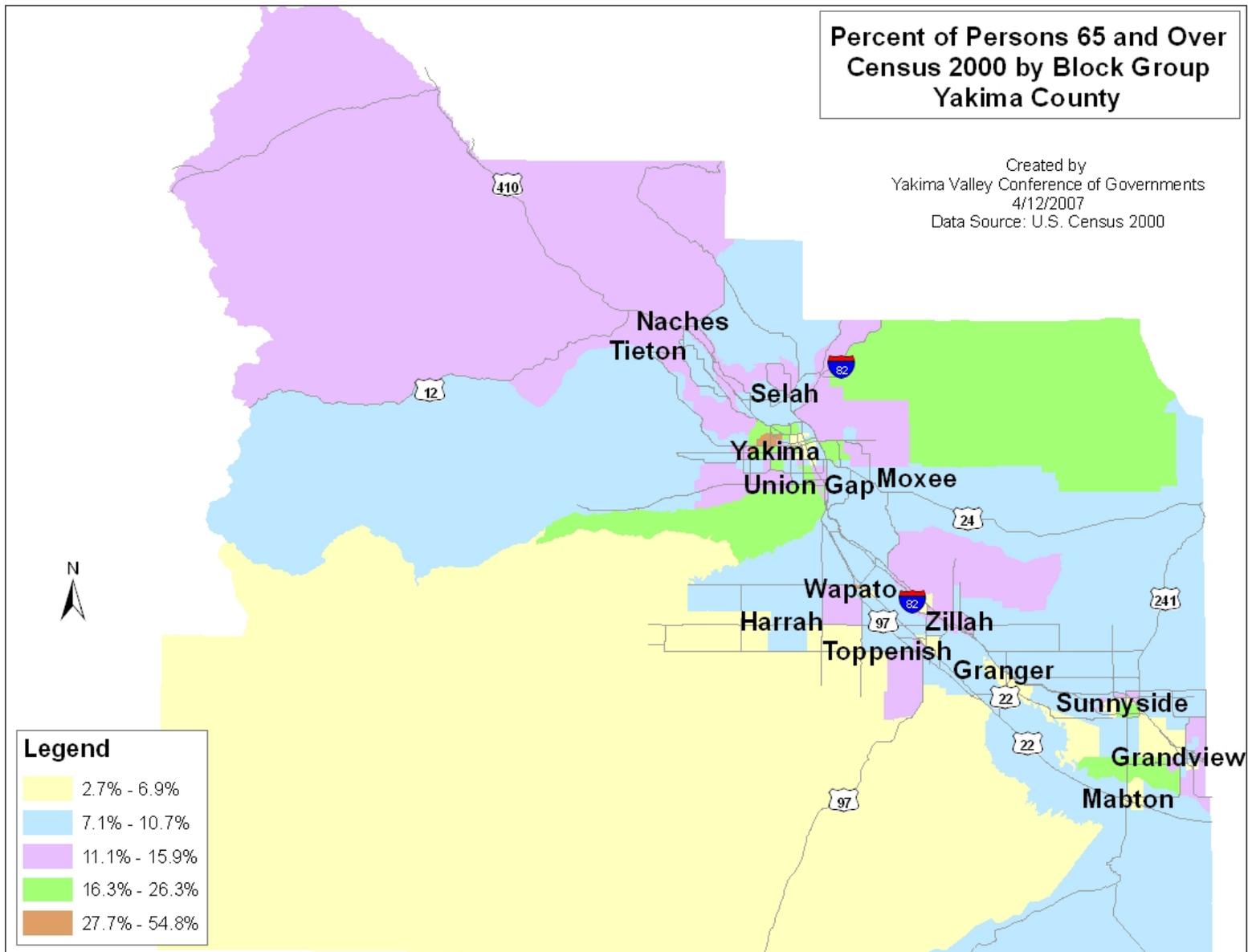
No additional projects were submitted

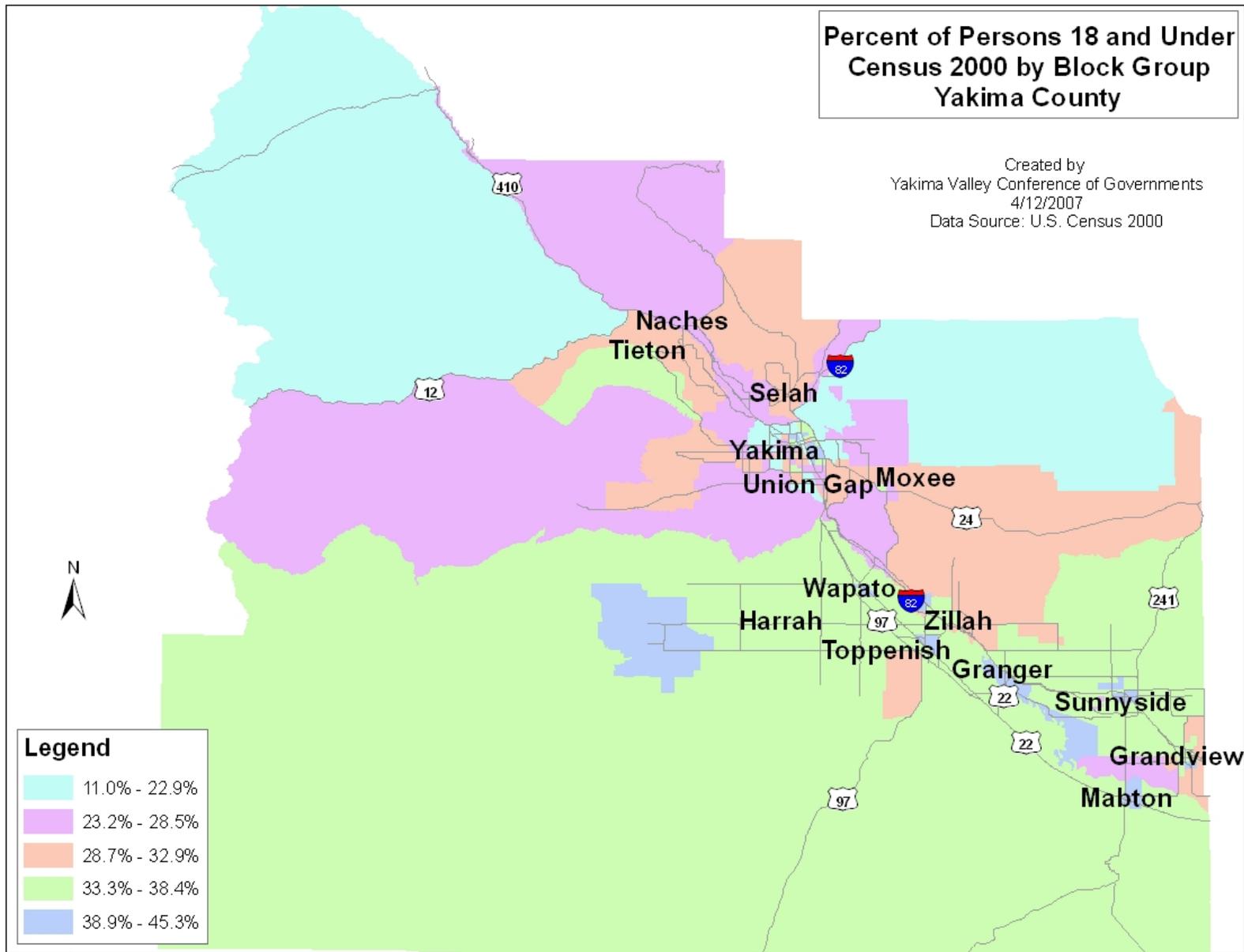
Appendix

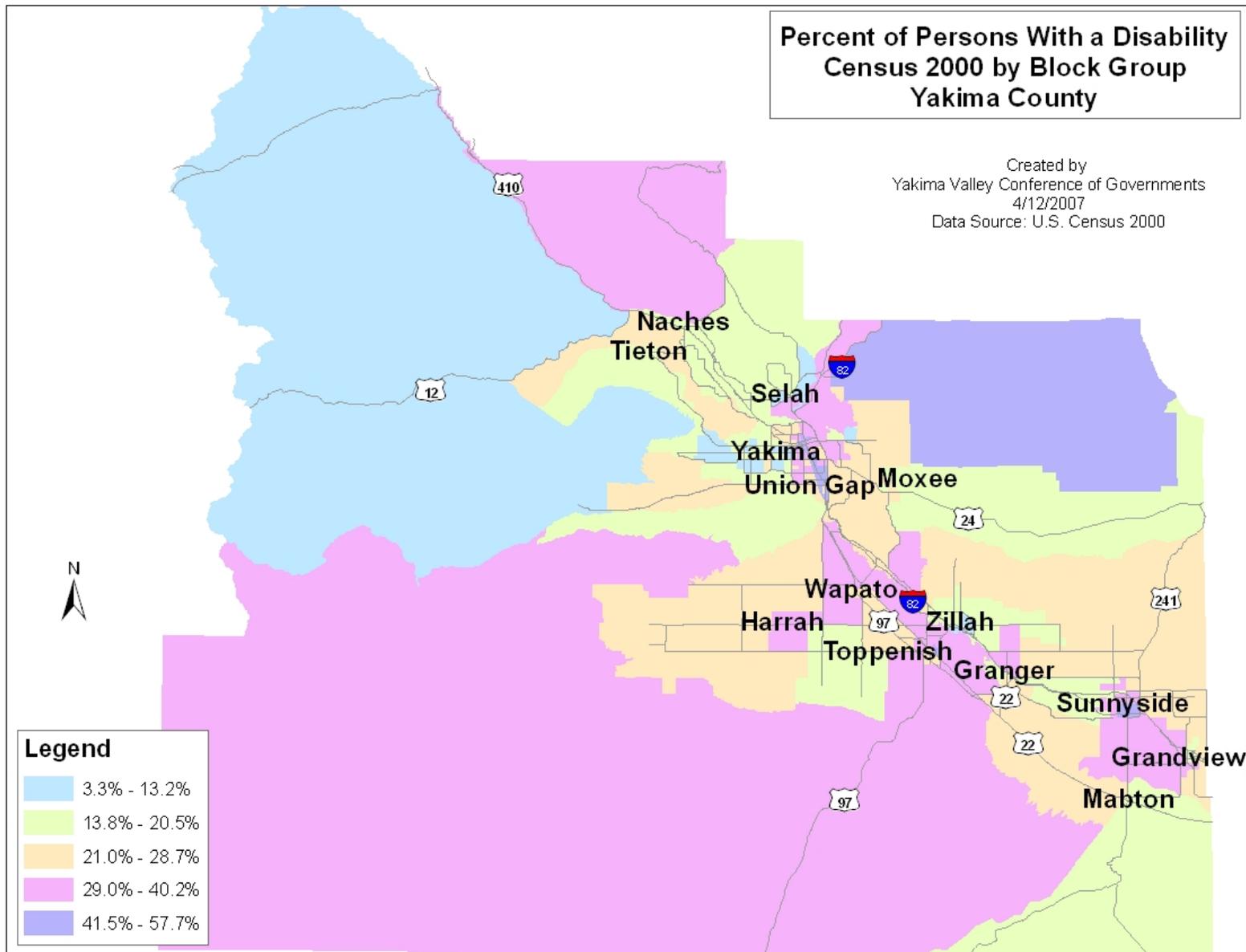
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Would you like to take this survey on-line?
www.surveymonkey.com/s/D8GDPCG

Yakima County Special Needs Coalition

Your opinion is important to determine the transportation needs in your community. *Please complete only one survey.*

I need transportation because: (Choose all that apply)

- | | | |
|---|--|---|
| <input type="checkbox"/> I am an elder or senior citizen, and I don't drive | <input type="checkbox"/> I don't have a car | <input type="checkbox"/> I am not old enough to have a driver's license |
| <input type="checkbox"/> I am disabled | <input type="checkbox"/> I don't have a driver's license | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> I am homeless | <input type="checkbox"/> I don't have auto insurance | |
| <input type="checkbox"/> I am too ill to drive | | |

I currently use the following means of transportation: (Choose all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Medical (Coupon) Transportation | <input type="checkbox"/> Walk |
| <input type="checkbox"/> My Vehicle | <input type="checkbox"/> Bicycle |
| <input type="checkbox"/> Taxi Service | <input type="checkbox"/> Wheelchair (manual or motorized) |
| <input type="checkbox"/> Family, Friends or Volunteers | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Dial-A-Ride | |

I currently use the following means of transportation: (Choose all that apply)

- | | |
|---|---|
| <input type="checkbox"/> Chartered bus service (like Greyhound) | <input type="checkbox"/> Pahto Public Passage |
| <input type="checkbox"/> School bus | <input type="checkbox"/> People For People |
| <input type="checkbox"/> Yakima Transit | <input type="checkbox"/> Union Gap Transit |

Please describe how you arrive at the above pick up locations for these options: _____

I need transportation to: (Number your top 3 choices)

- | | | |
|---|--|--|
| <input type="checkbox"/> Banking | <input type="checkbox"/> Food bank | <input type="checkbox"/> Social Service |
| <input type="checkbox"/> Childcare | <input type="checkbox"/> Grocery Shopping | <input type="checkbox"/> Appointments |
| <input type="checkbox"/> Community Events | <input type="checkbox"/> Job Training | <input type="checkbox"/> Vocational Rehabilitation |
| <input type="checkbox"/> Court Appointments | <input type="checkbox"/> Medical Appointments | <input type="checkbox"/> Work |
| <input type="checkbox"/> Dental | <input type="checkbox"/> Elder / Senior Services | <input type="checkbox"/> WorkSource |
| <input type="checkbox"/> Drug / Alcohol Treatment | <input type="checkbox"/> Pharmacy | <input type="checkbox"/> Appointments |
| <input type="checkbox"/> School/training | <input type="checkbox"/> Physical Therapy | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Family and Friends | <input type="checkbox"/> Recreational Facilities | |

I need to go to: (Number your top 3 choices)

- | | | | |
|-------------------------------------|--|--|-------------------------------------|
| <input type="checkbox"/> Brownstown | <input type="checkbox"/> Mabton | <input type="checkbox"/> Sawyer | <input type="checkbox"/> Wapato |
| <input type="checkbox"/> Buena | <input type="checkbox"/> Medicine Valley | <input type="checkbox"/> Seattle | <input type="checkbox"/> White Swan |
| <input type="checkbox"/> Goldendale | <input type="checkbox"/> Moxee | <input type="checkbox"/> Sunnyside | <input type="checkbox"/> Yakima |
| <input type="checkbox"/> Grandview | <input type="checkbox"/> Outlook | <input type="checkbox"/> Terrace Heights | <input type="checkbox"/> Zillah |
| <input type="checkbox"/> Granger | <input type="checkbox"/> Parker | <input type="checkbox"/> Toppenish | |
| <input type="checkbox"/> Harrah | <input type="checkbox"/> Satus | <input type="checkbox"/> Union Gap | |

Other or outside Yakima County _____

Yakima County

El Equipo Comunitario de Planificación de Transportación para Yakima County

Su opinión es importante para determinar las necesidades del transporte en tu comunidad. Favor de completar un cuestionario solamente.

Nececito transporte porque: (Marque todas las opciones que le apliquen)

- | | | |
|--|--|--|
| <input type="checkbox"/> Soy persona mayor y no manejo | <input type="checkbox"/> No puedo manejar debido a mi enfermedad | <input type="checkbox"/> No tengo seguro de automóvil |
| <input type="checkbox"/> Soy discapacitado | <input type="checkbox"/> No tengo automóvil | <input type="checkbox"/> No tengo suficiente edad para manejar |
| <input type="checkbox"/> No tengo hogar | <input type="checkbox"/> No tengo licencia para manejar | <input type="checkbox"/> Otro _____ |

Utilizo actualmente el transporte siguiente: (Marque todas las opciones que le apliquen)

- | | |
|--|--|
| <input type="checkbox"/> Transporte médico (cupón) | <input type="checkbox"/> Camino |
| <input type="checkbox"/> Mi vehículo | <input type="checkbox"/> Bicicleta |
| <input type="checkbox"/> Servicio del taxi | <input type="checkbox"/> Silla de ruedas (manual o motorizado) |
| <input type="checkbox"/> Familia, amigos o voluntarios | <input type="checkbox"/> Otro _____ |
| <input type="checkbox"/> Dial-A-Ride | |

Utilizo actualmente el transporte siguiente: (Marque todas las opciones que le apliquen)

- | | |
|--|---|
| <input type="checkbox"/> Servicios de autobus (como Greyhound) | <input type="checkbox"/> Pahto Public Passage |
| <input type="checkbox"/> Autobus de escuela | <input type="checkbox"/> People For People |
| <input type="checkbox"/> Yakima Transit | <input type="checkbox"/> Union Gap Transit |

Favor de describir como llega a las anterior seleccion de ubicaciones para estas opciones

Necesito transporte para: (Enumere las 3 opciones más importantes)

- | | | |
|--|---|--|
| <input type="checkbox"/> Cuidado de niños | <input type="checkbox"/> Banco de comida | <input type="checkbox"/> Instalaciones recreacionales |
| <input type="checkbox"/> Eventos de comunidad | <input type="checkbox"/> Compras | <input type="checkbox"/> Citas para servicios sociales |
| <input type="checkbox"/> Actividades bancarias | <input type="checkbox"/> Entrenamiento de trabajo | <input type="checkbox"/> Rehabilitación Vocacional |
| <input type="checkbox"/> Citas de tribunal | <input type="checkbox"/> Citas médicas | <input type="checkbox"/> Trabajo |
| <input type="checkbox"/> Tratamiento para Drogas/Alcohol | <input type="checkbox"/> Servicios para ancianos | <input type="checkbox"/> Citas de WorkSource |
| <input type="checkbox"/> Educación | <input type="checkbox"/> Farmacia | |
| <input type="checkbox"/> Familia y amigos | <input type="checkbox"/> Terapia física | |

Yakima County

Necesito viajar a: (Enumere las 3 opciones más importantes)

- | | | | |
|-------------------------------------|--|--|-------------------------------------|
| <input type="checkbox"/> Brownstown | <input type="checkbox"/> Mabton | <input type="checkbox"/> Sawyer | <input type="checkbox"/> Wapato |
| <input type="checkbox"/> Buena | <input type="checkbox"/> Medicine Valley | <input type="checkbox"/> Seattle | <input type="checkbox"/> White Swan |
| <input type="checkbox"/> Goldendale | <input type="checkbox"/> Moxee | <input type="checkbox"/> Sunnyside | <input type="checkbox"/> Yakima |
| <input type="checkbox"/> Grandview | <input type="checkbox"/> Outlook | <input type="checkbox"/> Terrace Heights | <input type="checkbox"/> Zillah |
| <input type="checkbox"/> Granger | <input type="checkbox"/> Parker | <input type="checkbox"/> Toppenish | |
| <input type="checkbox"/> Harrah | <input type="checkbox"/> Satus | <input type="checkbox"/> Union Gap | |

Otro o afuera del Condado de Yakima _____

Necesito transporte durante los siguientes días: (Marque todas las que apliquen)

- | | | | |
|----------------------------------|------------------------------------|----------------------------------|---------------------------------|
| <input type="checkbox"/> Domingo | <input type="checkbox"/> Martes | <input type="checkbox"/> Jueves | <input type="checkbox"/> Sábado |
| <input type="checkbox"/> Lunes | <input type="checkbox"/> Miércoles | <input type="checkbox"/> Viernes | |

Necesito transporte durante las siguientes horas: (Marque todas las que apliquen)

- | | | |
|---------------------------------------|--------------------------------------|--------------------------------------|
| <input type="checkbox"/> En la mañana | <input type="checkbox"/> En la tarde | <input type="checkbox"/> En la noche |
|---------------------------------------|--------------------------------------|--------------------------------------|

¿Sabe qué servicios actuales del transporte están disponibles para usted?

- Si No

¿Utiliza los servicios del transporte que están disponibles para usted? Si No

Si no, por qué no _____

¿Si utiliza actualmente servicios del transporte, resuelve sus necesidades?

- Si No

¿Si no, cómo puede ser mejorado? _____

¿El transporte mejoraría su capacidad de resolver sus necesidades médicas?

- Si No

¿El transporte mejoraría sus posibilidades de empleo?

- Si No

¿El transporte mejoraría su capacidad de tener acceso a la comunidad y a servicios sociales para mejorar su calidad de vida??

- Si No

¿El transporte mejoraría su capacidad de hacer compras y de lograr actividades cotidianas?

- Si No

¿El transporte mejoraría su capacidad de participar en eventos sociales o de la comunidad?

- Si No

Favor de indicar su dirección para ayudarnos a preparar mapas:

Dirección o Calle	Ciudad	Código Posta
--------------------------	---------------	---------------------

Gracias por llenar este cuestionario.

Si tiene preguntas favor llame a Amy Neal en 509-248-6726 en 302 W. Lincoln Avenue, Yakima, WA 98902.

Yakima County

Yakima County

PROGRAM PROFILE SURVEY Transportation Needs

Thank you for completing this survey. It will be used to gather information about the transportation needs in our area.

Submit form to:

Amy Neal
People For People
302 W Lincoln Ave
Yakima, WA 98902
Fax: 509-457-7897
Questions? 509-895-8249

Or on-line at
www.surveymonkey.com/s/8GXSGDF

Name of Organization _____
Name of Program _____
Street Address, City, State, Zip _____
Telephone _____ Contact Name _____
Email _____
Days/Hours of Operation _____
Description of Services _____

Approximate number of clients that need transportation services _____

Client characteristics that needs transportation services: (Check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Elder or Senior | <input type="checkbox"/> No Driver's License |
| <input type="checkbox"/> Disabled | <input type="checkbox"/> Unable to drive |
| <input type="checkbox"/> Homeless | <input type="checkbox"/> No auto insurance |
| <input type="checkbox"/> No Car | <input type="checkbox"/> Cannot drive due to illness/injury |

Clients need transportation for: (Check all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Banking | <input type="checkbox"/> Job Training |
| <input type="checkbox"/> Childcare | <input type="checkbox"/> Employment |
| <input type="checkbox"/> Community Events | <input type="checkbox"/> Medical Appointments |
| <input type="checkbox"/> Court Appointments | <input type="checkbox"/> Elder/Senior Services |
| <input type="checkbox"/> Drug/Alcohol Treatment | <input type="checkbox"/> Social Service Appointments |
| <input type="checkbox"/> Education | <input type="checkbox"/> Vocational Rehabilitation |
| <input type="checkbox"/> Dental | <input type="checkbox"/> WorkSource Appointments |
| <input type="checkbox"/> Food Bank | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Grocery Shopping | |

Where do you see the greatest need for transportation? (Check your top 3 choices)

- | | |
|---|--|
| <input type="checkbox"/> Banking | <input type="checkbox"/> Employment |
| <input type="checkbox"/> Childcare | <input type="checkbox"/> Medical Appointments |
| <input type="checkbox"/> Community Events | <input type="checkbox"/> Elder/Senior Services |
| <input type="checkbox"/> Court Appointments | <input type="checkbox"/> Social Service Appointments |
| <input type="checkbox"/> Drug/Alcohol Treatment | <input type="checkbox"/> Vocational Rehabilitation |
| <input type="checkbox"/> Education | <input type="checkbox"/> WorkSource Appointments |
| <input type="checkbox"/> Dental | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Food Bank | <input type="checkbox"/> After school activities |
| <input type="checkbox"/> Grocery Shopping | |
| <input type="checkbox"/> Job Training | |

What general locations (city, town, area) do your clients need transportation from and to?

When do your clients need transportation? (Days, times, frequency)

What transportation is available to your clients? (Check all that apply)

- | | |
|---|---|
| <input type="checkbox"/> Public Transit | <input type="checkbox"/> Gas Voucher |
| <input type="checkbox"/> People For People | <input type="checkbox"/> Bus pass tickets |
| <input type="checkbox"/> Friend/Relative | <input type="checkbox"/> Taxi Service |
| <input type="checkbox"/> Volunteer Driver | <input type="checkbox"/> DAR pass |
| <input type="checkbox"/> Private/Agency Van Shuttle | <input type="checkbox"/> School bus |
| <input type="checkbox"/> Private/Agency Bus Service | <input type="checkbox"/> Other _____ |

Does your agency provide transportation?

YES NO

If your agency or program provides transportation or support for transportation, please complete the following questions. If your agency or program doesn't provide transportation or support for transportation, you have completed this survey.

Check the type of services you provide:

- | | |
|---|---|
| <input type="checkbox"/> Public Transit | <input type="checkbox"/> Bus Voucher |
| <input type="checkbox"/> Door to Door | <input type="checkbox"/> Taxi Service |
| <input type="checkbox"/> Volunteer Driver | <input type="checkbox"/> Guaranteed ride home for clients |
| <input type="checkbox"/> Van Shuttle | <input type="checkbox"/> Mileage Reimbursement |
| <input type="checkbox"/> Bus Service | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Gas Voucher | |

Rider Eligibility Criteria: _____

Riders Served:

- | | |
|---|---|
| <input type="checkbox"/> Seniors | <input type="checkbox"/> Children/Students |
| <input type="checkbox"/> People with disabilities | <input type="checkbox"/> Limited/Low-income |

Service Fee:

- | | |
|--|--|
| <input type="checkbox"/> No Fee to Client | <input type="checkbox"/> Mileage Rate |
| <input type="checkbox"/> Discounts Available | <input type="checkbox"/> Sliding Scale |
| <input type="checkbox"/> Flat Rate | |

Purpose of the Rides:

- | | |
|---|--|
| <input type="checkbox"/> Medical/health care | <input type="checkbox"/> Education (school/training) |
| <input type="checkbox"/> Employment | <input type="checkbox"/> Childcare |
| <input type="checkbox"/> Volunteer Activities | <input type="checkbox"/> Shopping |
| <input type="checkbox"/> Religious Activities | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Social/Recreational | |



Transportation Survey

Your opinion is important to determine the transportation needs in Yakima County. Thank you for your input.

How do you travel to daily activities? (Choose all that apply)

- I use my own vehicle
- I use Yakima Transit
- I use Union Gap Transit
- I use Pahto Public Passage
- I use the Community Connector
- Friends and family take me
- Taxi Service
- Dial-A-Ride
- Bike
- Other _____

If you use transportation other than your own vehicle, what is the reason? (Choose all that apply)

- I prefer public transportation
- I am an elder or senior citizen, and I don't drive
- I am disabled
- I am homeless
- I am too ill to drive
- I don't have a car
- I don't have a driver's license
- I don't have auto insurance
- I am not old enough to have a driver's license
- Other _____

If you currently use transportation services other than your own vehicle, is it meeting your needs?

- YES
- NO

Please describe how transportation can be improved for Yakima County

Pick Up Locations

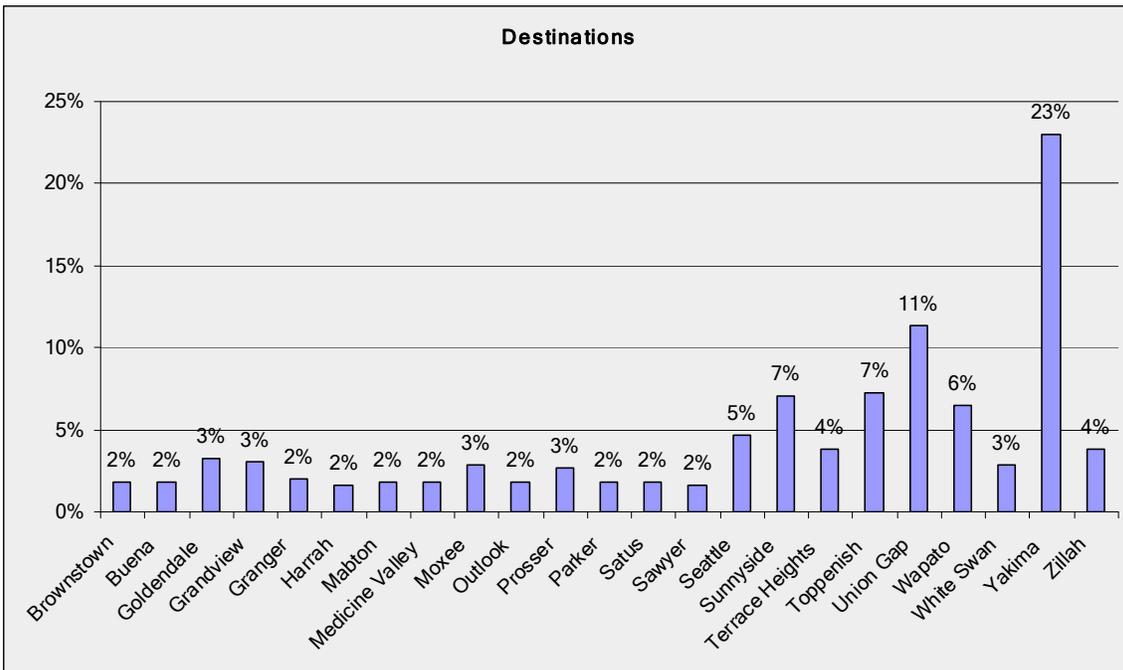
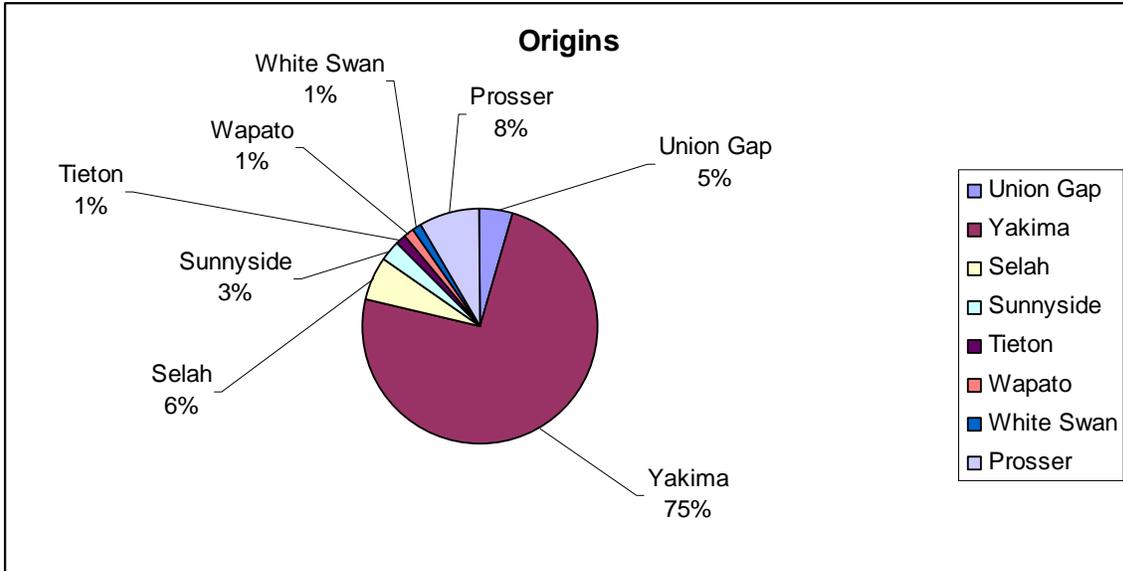
What city or town do you feel needs transportation as a point of origin?

Drop Off Locations

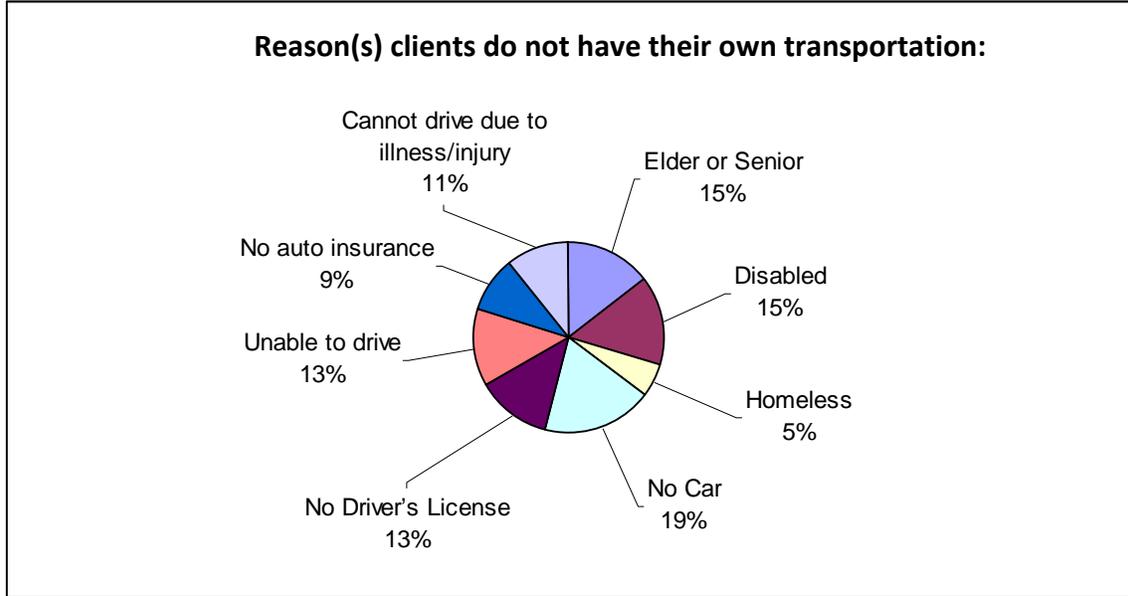
What city or town do you feel needs transportation as a point of destination?

Client Origins and Destinations

The clients that filled out the surveys indicated their point of origin and their preferred destinations.



Program Profile Results



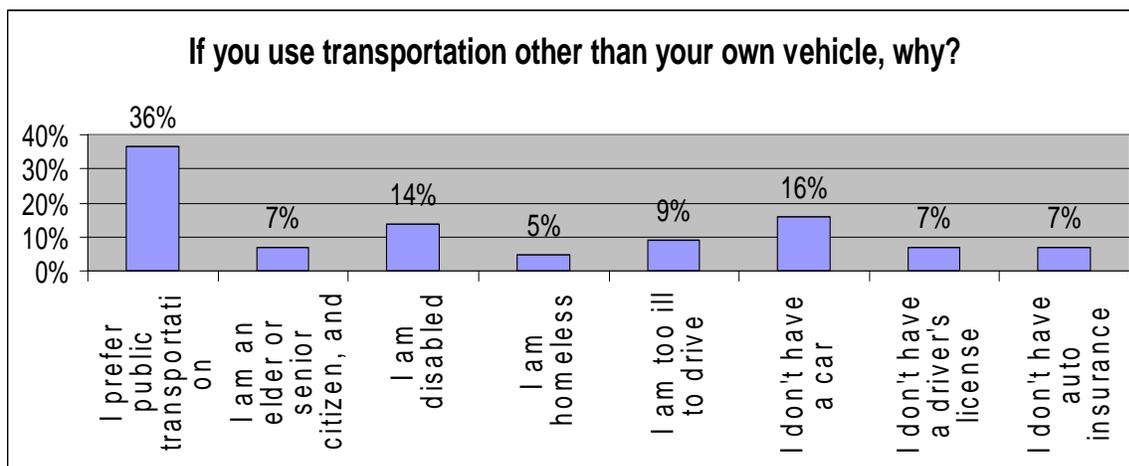
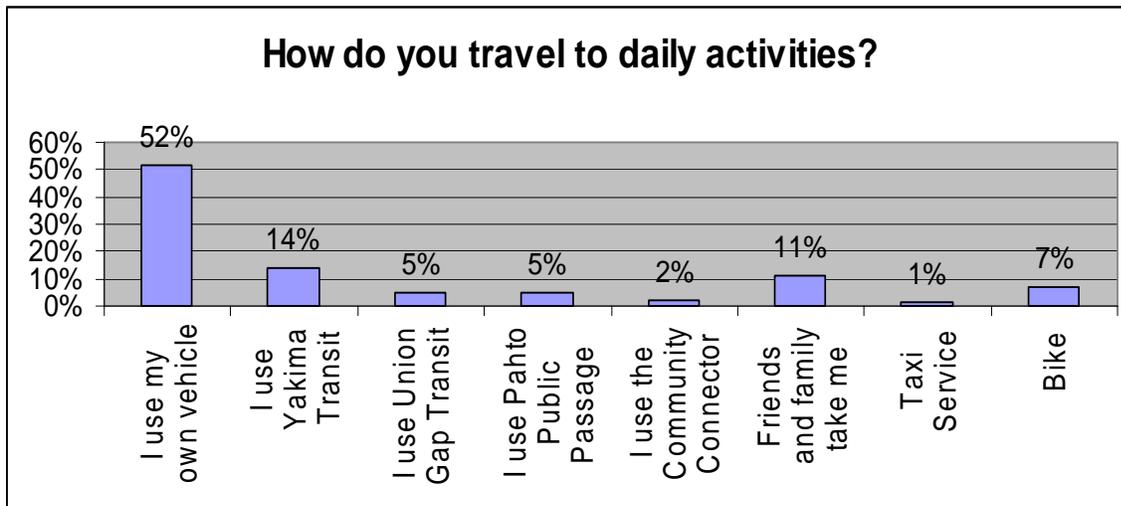
For the agencies surveyed, 27%²⁷ provide some form of transportation. For those agencies that do provide transportation the following was shared via the surveys:

- There is either no fee to the client, or a flat rate.
- Service is provided mostly through gas vouchers, but also through bus passes and mileage reimbursement
- Transportation is available for medical, employment, shopping and education
- Eligibility includes victims of domestic violence, WorkFirst clients, and seniors

²⁷ Five agencies indicated they provide some form of transportation, 13 indicated they do not, and 10 skipped the question.

Central Washington State Fair Results

During the September Central Washington State Fair a booth was available to Fair attendees to learn more about their transportation options and ask questions of transportation service providers. A survey was conducted during the Fair. Some of the results are listed below. 59 people completed the survey.



Community Forms Information

Community Specific Information collected at Community Forums and through individual interviews with community members:

Naches/Chinook Pass

- Points of origin: Squaw Rock, Whistlin' Jacks, houses along Nile Road, Pine Cliffs, and Deer Cove.
- Destinations: Fred Meyer in Yakima, Senior Center, Farmworkers Clinic, Library, Dental services, Recreation, Yakima Transit Center (but need to educate riders on how to use their system), Cornerstone Medical Clinic, NorthStar Lodge, Naches
- Current Services: Family and friends
- Unmet Needs: Food bank only has commodities, senior lunch program has limited attendance (so bring people in instead of delivering meals to their homes), weekend service, low income students to YV Tech & YVCC; haircuts, hospital visits to see friends.
- The group determined that service on a regular schedule would work, such as two times a week. Then for some people, Demand Response would work better when going to doctor appointments.

Town of Naches

- There is interest in extending the Community Connector bus into the town of Naches so that riders can travel from Naches into Yakima.
- Many in the community have health issues so need to travel outside of Naches for medical services.
- Catholic Church provides senior meals.
- They have a new housing development, so this has brought more people into the community.
- Their local newspaper is a great way to provide information on the services available.

Mabton

- Parks and Receptions activities are not available locally, so youth do not have local opportunities for summer recreation.
- School buses are only available to transport to and from school, not for other activities.
- A challenge for clients of the food bank to travel there to pick up food.

Grandview

- Proposing a new multi-family housing development through Catholic Charities. This may impact the schedule for the Community Connector bus provided by People For People.

- General perception is the transportation provided in the area is only for elderly and disabled, not for the general public.
- Grandview is looking to build a new community center.
- New library going in the summer.
- Strong Parks & Recreation program.

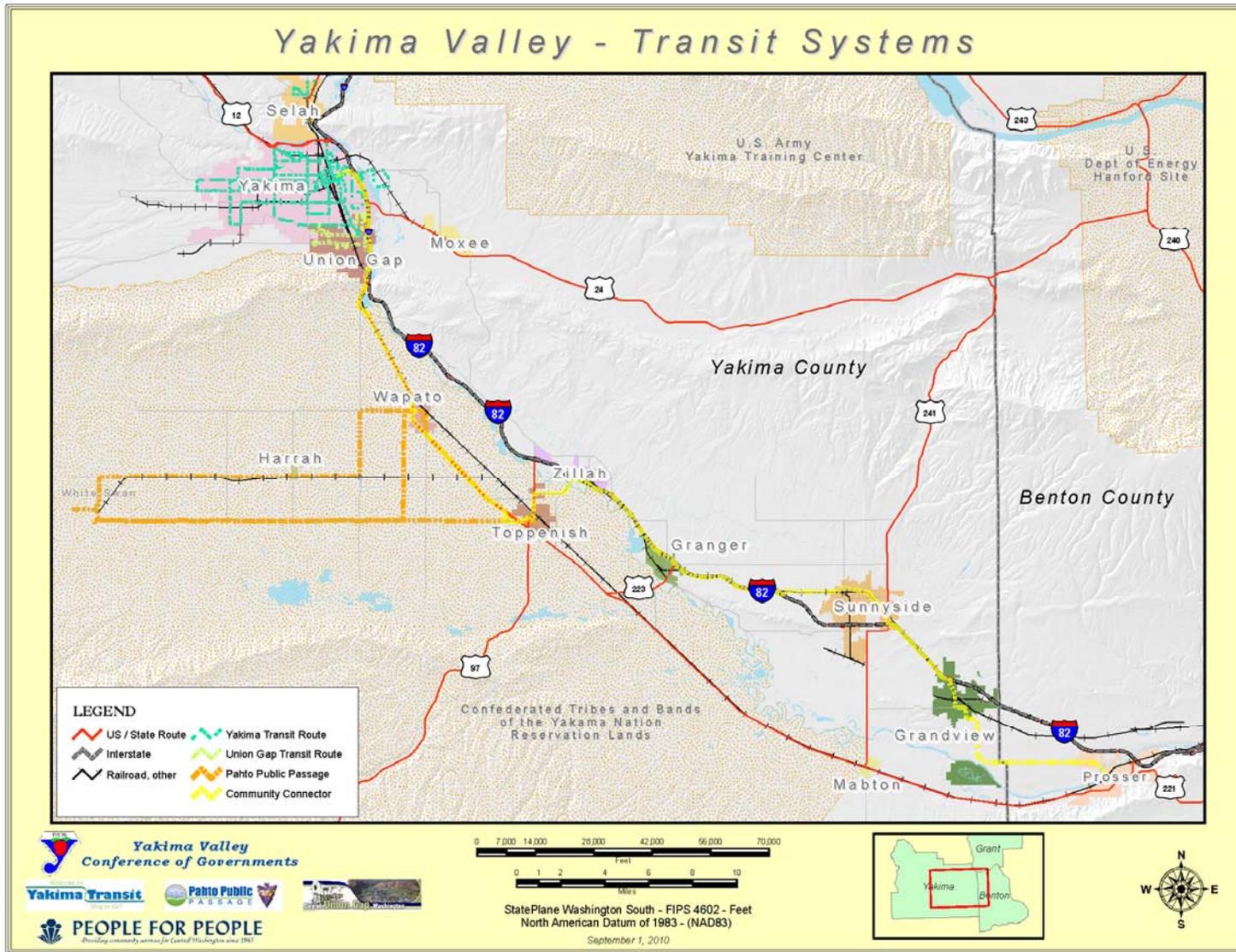
Wapato – Noah’s Ark Homeless Shelter

- Center opened September 2007
- Very helpful that current service drops off and pick ups at this location
- White Swan families need go from White Swan to Wapato for job search.
- Many use the Community Connector quite a bit.
- Client input:
 - Takes the bus to White Swan to see his dad
 - Takes the bus to Yakima for medical appointments

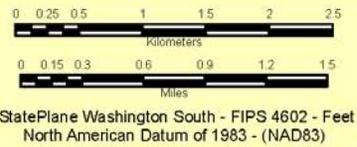
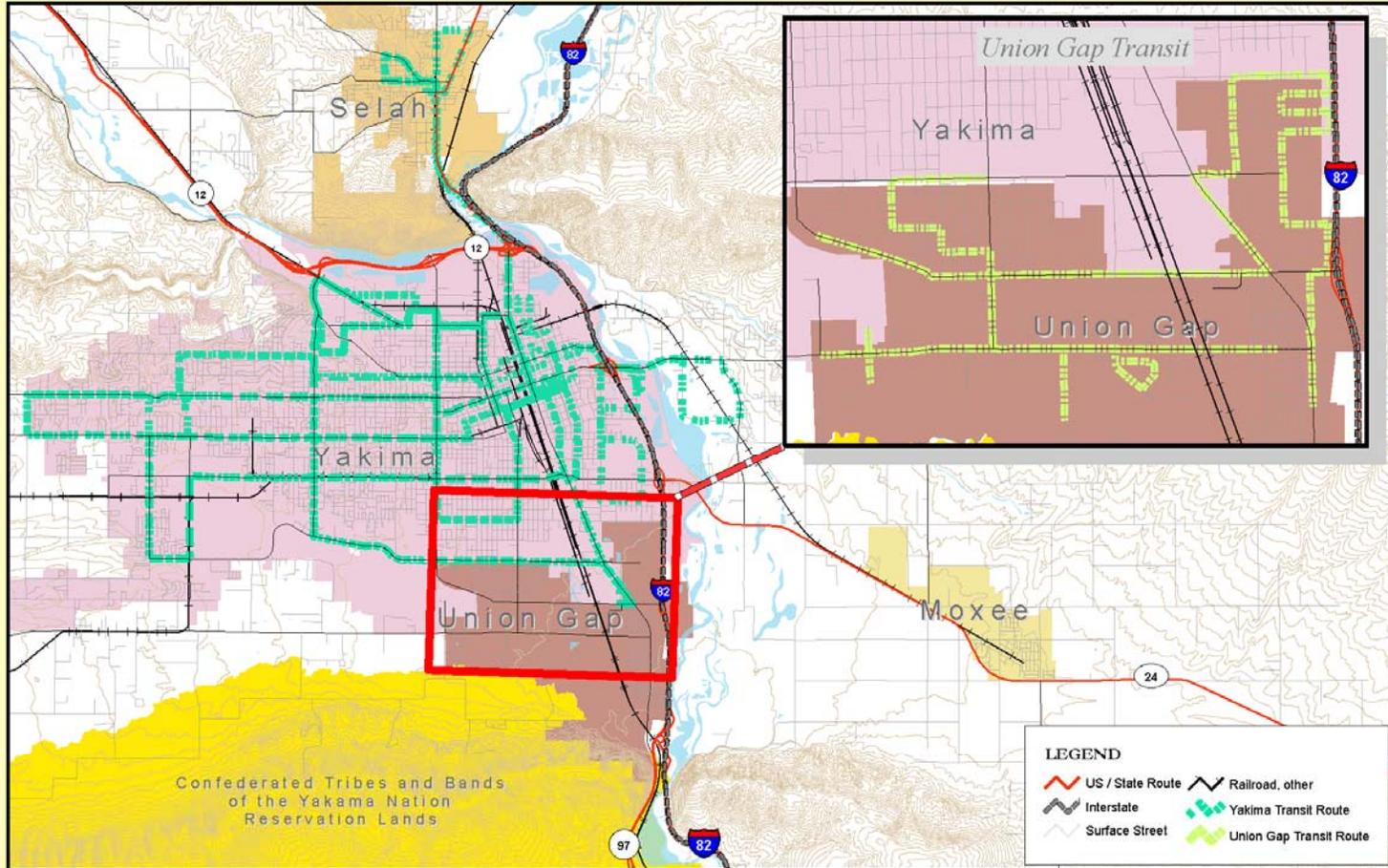
Toppenish

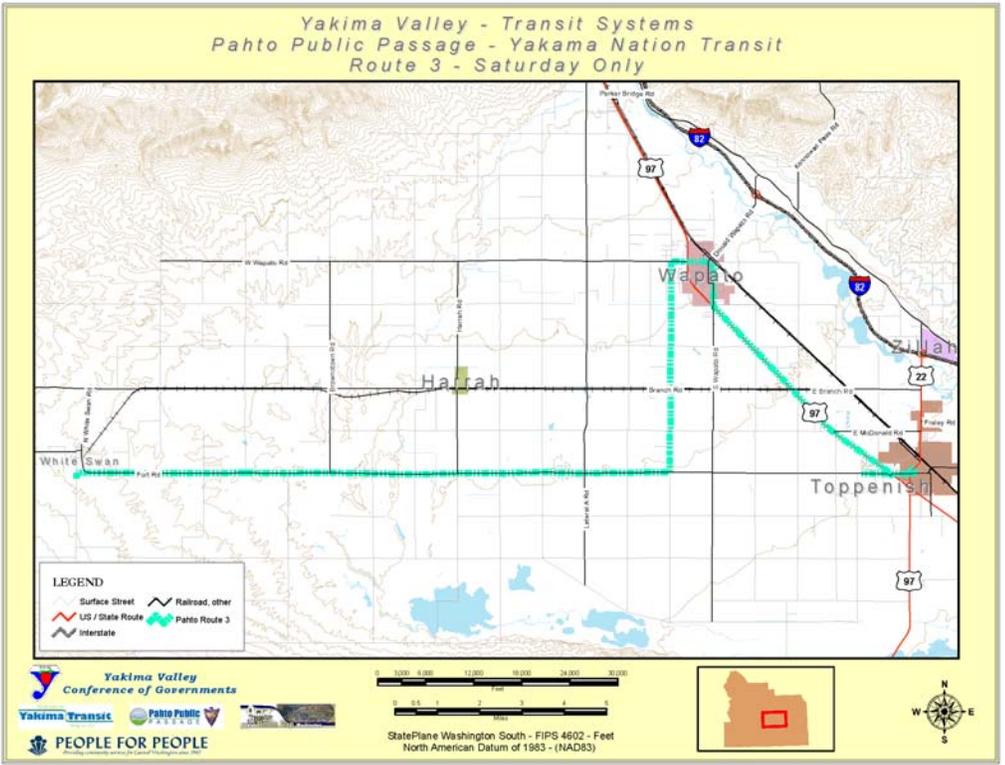
- Community Health Representatives provide transportation to medical centers, but not to treatment centers, which is requested. This is for Native American clients and for non-emergency trips.
- Points of Origin: Goldendale, Priest Rapids, Toppenish, Celilo Falls, Medicine Valley, Mabton, White Swan, and Buena.
- Destinations: Toppenish, Yakima, DSHS, Yakama Juice in Selah, Seattle (Veteran services, specialists, medical), legal appointments, Merit Resources, probation related appointments, GED Classes
- Unmet Needs: Medical is the biggest one, vocational rehabilitation, those that work swing-shift, lost license due to legal issues, weather issues, old cars, early morning appointments, long wait time from Toppenish to Yakima.
- Current services: Pahto Public Passage, People For People, Community Health Representatives, Veterans Services, PFP JARC service.

Transportation Provider Routes

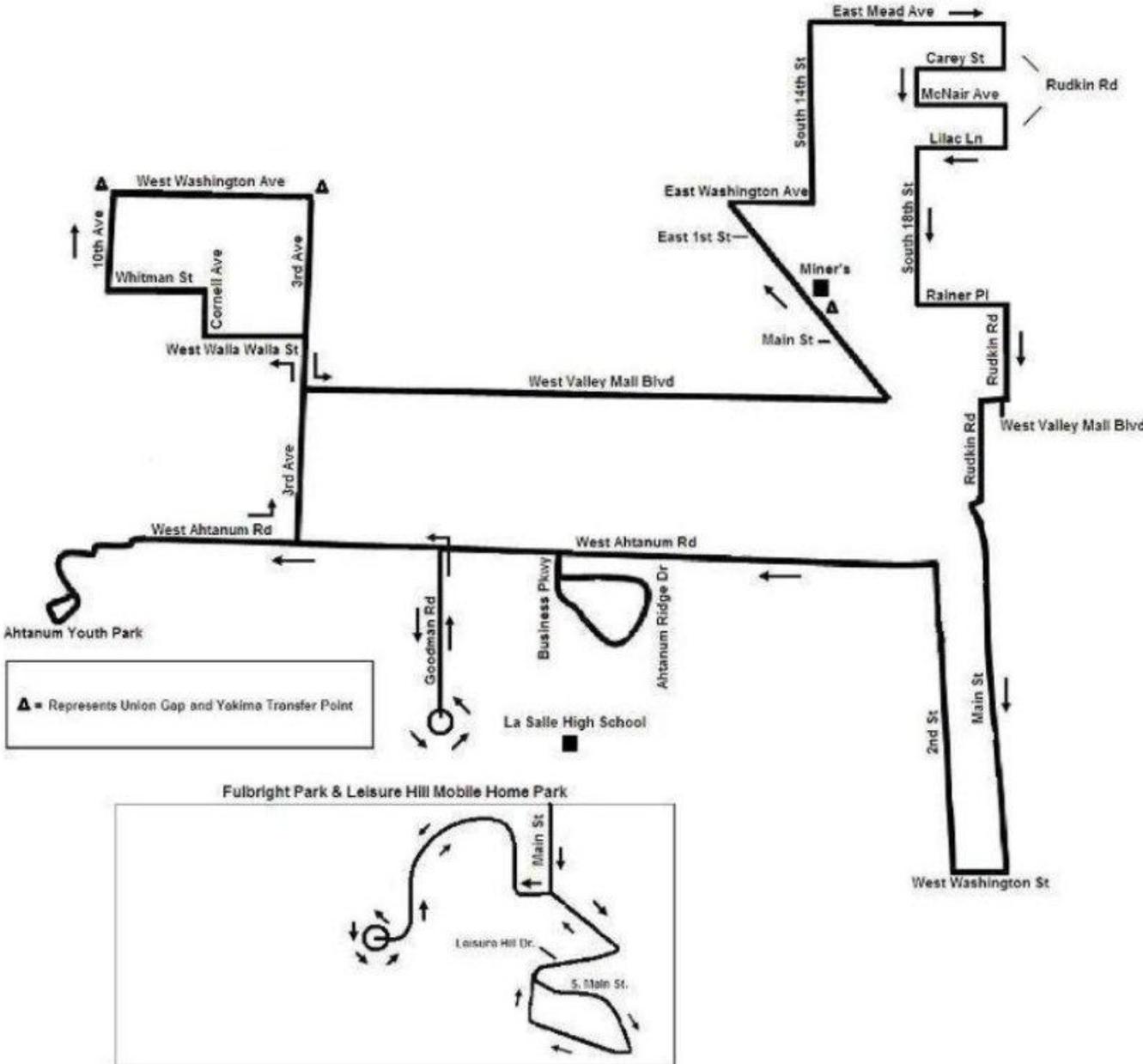


Upper Yakima Valley - Transit Systems





Union Gap Transit



Media

Yakima Herald Republic Calendar

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TOPPENISH HIGH SCHOOL CLASS OF '80 -- 30th reunion. Friday, 6 p.m., no-host bar at Jack-son's Sports Bar in Terrace Heights. Saturday at Mt. Adams Golf Course, 1250 Rocky Ford Road. Social hour from 5-7 p.m., followed by the event. E-mail TopHi1980@yahoo.com.

WAPATO HIGH SCHOOL CLASS '55 -- 55th reunion. Sept. 11, 2 p.m. Clarion Hotel and Conference Center, 1507 N. First St in Yakima. (Call hotel directly for room reservations, 509-248-7850). Info: Sylvia Marler, 509-966-9609.

WEST VALLEY HIGH SCHOOL CLASS OF '75 -- 35th reunion. July 16, 6:30 p.m. at the Depot Restaurant in Yakima. July 17, 2 p.m. West Valley Park. Info: Nancy Whalen VanVleck, 509-972-2966 or nancya_84@msn.com.

YAKIMA HIGH SCHOOL CLASS OF '55 -- 55th reunion. Sept. 10-12. Clarion Hotel. Info: Lynn Wilkens Anderson, 509-575-1530.

JULY

VACATION BIBLE SCHOOL -- NACHES -- Monday-Thursday, 6:15-8 p.m. at the Naches Presbyterian Church, 201 E. Second St. Free event. Snacks will be provided. Info: Kim Olson, 509-930-5629.

COMMUNITY FORUM ON TRANSPORTATION -- The community is welcome to attend meetings and share their input regarding service and destinations for service. Spanish interpretation available. Info: Amy at People for People, 509-248-6726.

* Tuesday: 5:30 p.m., Selah Civic Center.

* Wednesday: 10:30 a.m. and 5:30 p.m., Ahtanum Park Youth Barn.

* July 12: 10 a.m. Harman Center.

FOGGY BOTTOM BAND -- Wednesday, 1:30-3 p.m., Prosser Sun Terrace, 2131 Wine Country Road.; Friday, 1:30-3:30 p.m., Sheffield Manor, 125 N. Wamba Road. Live music. Call Dick Bain, 509-786-2842.

GIRLS ONLY SCIENCE FAIR -- Thursday, 6:30-8:30 p.m., Wesley United Methodist Church, 14 N. 48th Ave. Cost: \$5 per girl. Ages: kindergarten-high school. Bring homemade science experiments. Info: Lisa Tapia, 509-834-9785.

TOASTMASTERS EDUCATIONAL SEMINAR -- Thursday, 7 p.m. Orchard Park Retirement Center, third floor, 620 N. 34th Ave. Work on presentation skills and memory techniques. Hosted by Sun City Toastmasters. Info: Jacque Leonard, 509-710-1714.

FREE COMPUTER CLASS -- Friday and July 23, 10 a.m.-noon, Harman Center, 101 N. 65th Ave. Instruction on MS Word and adding photos or other pictures to your mailing labels. Free class and labels provided. Preregistration required. Info: 509-575-6166.

<http://www.yakima-herald.com/stories/2010/7/3/07-04-10-calendar>

7/26/2010

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YAKIMA COUNTY

Coordinated Public Transit - Human Services Transportation Plan

Overall Goal

To create a locally-developed, coordinated and prioritized human services transportation plan. The plan will provide a coordinated framework of transportation opportunities for those who are transportation disadvantaged. Information contained within the plan helps guide how funding is allocated to meet the transportation needs.

Coordinated Human Services Transportation Plan

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy of Users Act (SAFETEA-LU) of 2005 requires that communities develop a coordinated public transit and human services transportation plan in order to be eligible for Federal Transit Administration funding. The purpose of the act is to improve transportation services for persons with disabilities, older adults, youth and individuals with low incomes.

Needs Assessment:

- Current services available
- Location of target populations
- Common points of origin/destination
- Gaps in transportation services
- Prioritization of services

Human Services Transportation Plan

- Information identified in the needs assessment will be utilized for the locally developed plan.
- The plan is then reviewed and presented to YVCOG for their approval.
- The Yakima County Special Needs Coalition guides the creation of the plan and is made up of representatives of agencies that serve people with special needs.

For more information
Contact Amy Neal at aneal@pfp.org
509-248-6726
*Coordinator of this year's
Transportation Plan*



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YAKIMA VALLEY
CONFERENCE OF GOVERNMENTS

Transportation Survey

Quoted from People for People, <http://www.pfp.org/>

Are you someone who takes the bus, requests transportation from our agency [People for People] or receives help from friends and family to go to doctor appointments, work training or around town? If so, we'd like to hear from you.

A survey is being conducted for the Department of Transportation that describes the transportation needs of people in Yakima, Grant, Adams, Lincoln and Kittitas counties.

Please take a few moments to fill out [the] Transportation Survey at the links below. It is anonymous. Your response helps us share with the Department of Transportation that people like you need transportation to go to the doctor, medical appointments, to work, to school and to receive training. If they know there is a need for transportation here, then the Department of Transportation is better able to locate money to provide that service. The surveys are County specific, so just click on your County and give us your thoughts.

If you have questions about how this Transportation Survey will be used, contact Amy Neal at 509-248-6726. Thank you for completing this survey*.

For Yakima County

English: www.surveymonkey.com/s/D8GDPCG

Spanish: www.surveymonkey.com/s/8XBB73Y

**YVCOG NOTE: People for People will use anonymous survey results in the Human Services Transportation Plan (HSTP) update.*



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Transportation ideas sought locally

by Jennie McGhan

GRANDVIEW – A community forum was hosted by People for People this past Wednesday afternoon, giving community members an opportunity to voice their concerns about transportation needs.

Unfortunately, community members did not attend the forum at the Grandview campus of Yakima Valley Community College.

People for People Executive Assistant Amy Neal said the purpose of the forums is to prioritize the needs among those in the People for People service area. Those needs will be used for the purpose of securing Department of Transportation grant funding.

"We are in a two-year grant cycle...the funding helps us purchase new buses and serve the community members," shared Neal.

People for People, she said, seeks to serve the needs of the community the best way possible.

In 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act was passed, requiring communities to develop a coordinated effort to provide the disadvantaged with transportation.

Anyone who is without transportation or the means for securing transportation is to be served under the act. That includes low income, youth, disabled and elderly individuals.

Neal said organizations applying for funding under the act, however, must prove there is a need. An assessment of current services available, the location of target populations, common points of origin and/or destination, gaps in transportation services and prioritization of services must be addressed when seeking grant monies.

The community forums, shared Neal, help People for People with the assessment.

Neal said People for People is seeking funding to assist individuals in traveling throughout the service area for basic needs purposes. The transportation provided gives individuals the ability to get to and from jobs, medical appointments, grocery stores, nutrition programs and more.

Transportation Operations Manager Gracie Sexton said one service provided by

People for People is the Public Passage. That allows youngsters from White Swan to travel to Toppenish during the summer. These youngsters are otherwise isolated from summer activities, such as the public swimming pool.

"Part of the DOT dollars fund a couple of programs provided by People for People," she noted, stating the Community Connector is one of the programs.

The Community Connector gives those living anywhere from Prosser to Yakima transportation to and from the communities up and down the Yakima Valley, according to Sexton.

She said anyone can call People for People and request transportation. She used an example of a woman whose husband was in a medical facility. The woman had no means of transportation to visit her husband and People for People was able to help her.

"Community members don't realize the buses are for the public and all they need to do is call," shared Sexton.

A quick survey is also being provided at the forums being hosted by People for People. Anyone who missed Wednesday's forum will have the chance to voice the needs of the community at one of seven more forums.

Next Wednesday, June 9, at 1:30 p.m. a forum will be held at Noah's Ark, located at 117 East Second Street in Wapato.

A forum in Toppenish is slated for Monday, June 21, at the Eagle Seelatsce Room at the Yakima Agency from 11 a.m. to 1 p.m., and in Naches on Friday, June 25, at the Naches Depot beginning at 9 a.m.

Final approval is still being sought for a forum in Mabton, but People for People will be hosting one there either July 1 or 8.

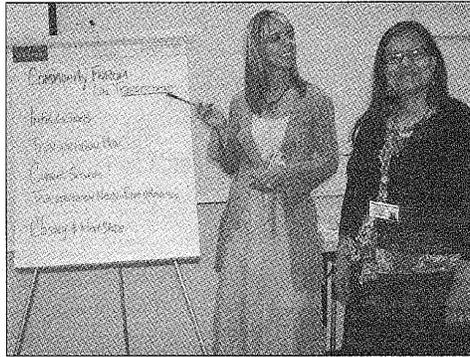
July 7, those willing to travel to Union Gap can meet with the representatives of People for People at the Youth Park Barn at one of two meetings. The first will be held at 10:30 a.m. and the second will take place at 5:30 p.m.

Two forums are also planned in Yakima and a forum is being set up for the community of Granger, as well.

Neal said anyone needing further details about the fo-

rum or how they might be able to help People for People write the plan needed for the transportation funding can contact her at 509-248-6726 or at aneal@pfp.org.

People for People Executive Assistant Amy Neal (left) and Transportation Operations Manager Gracie Sexton are making the rounds up and down the Yakima Valley, seeking input from the public on transportation needs.



Jennie McGhan/Daily Sun News