



UNITED WAY
York County

YORK COUNTY TRANSPORTATION STUDY 2024





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Executive Summary

York County is a growing community, with a dynamic mix of national and regional companies, along with a vibrant local network of small businesses, local organizations, employers, and educational institutions. As a core convener and capacity builder in the region, United Way of York County is committed to ensuring that everyone, especially working families with limited access to wealth, can participate in York's local economy and take advantage of all that the county has to offer. **United Way believes that "equity is the intentional inclusion of everyone in society."** Central to that purpose is a responsibility to invest in transportation solutions that allow all residents, regardless of ability, race, age, geographic location, or socioeconomic status, to travel reliably and safely around the county.

York County is similar to a majority of counties across America that predominantly rely on personal vehicles and a network of roads and highways as the main channel of travel by which residents get to school, jobs, medical facilities, grocery stores, and all the places that support a high quality of life. This car-centric design, however, comes with a set of challenges, particularly for working families with limited financial assets, many of whom cannot afford a car.

This Transportation Equity Study provides critical data and local perspectives to describe and contextualize the characteristics of York County's transportation ecosystem. It also presents a series of strategic steps designed to improve transportation quality and advance equity and accessibility for all travelers of York County. This information was collected through a review of recent plans and reports, city and regional transportation data analysis, interviews and working sessions with regional transportation and equity stakeholders, and the input of the study's Steering Committee.

Several concepts and ideas for improving transportation equity effectively in York County came out of this process, *some already happening in York County as successful programs and efforts led by key partners*—many of which could stand to be scaled and replicated for greater impact—and some that represent entirely new ideas. These include:



Direct support for local residents in the form of free or low-cost bus passes, Lyft or Uber credits, and assistance attaining personal vehicles



Direct ride service and carpooling programs to help reduce burden on workers, introduce costs savings for things like gas and parking fees, and lessen individuals' carbon emissions



Encouraging employer engagement in transportation solutions to help improve transportation options for workers and attract additional potential employees



Public transit expansion and adjustments, including continuing existing efforts to optimize mobility corridors and invest in low-cost products for low-income riders



Increasing active transportation infrastructure through things like developing additional bike lanes, trails, and safe pedestrian crossings to improve viability of multimodal transportation



Land use planning that supports equitable transportation access, such as aligning the development of employment centers with existing transportation networks and vice versa



Regional coordination and data-driven decision-making, including conducting transportation needs surveys to help employers and neighborhoods better understand specific needs and preferences of their constituents



Creating a Transportation Equity Coalition that brings together transportation experts and community leaders to identify and rally around shared priorities and work together to advance solutions



Continuing regular investments in the transportation equity ecosystem to ensure long-term sustainability and impact over time

These strategies seek to address the main challenges and opportunities identified through this study, which fall into the following categories:



**Personal Vehicle
Access and
Affordability**



**Public Transit
Access and
Affordability**



**Active
Transportation and
Micromobility**



**Transportation
Infrastructure,
Safety, and Mobility
Challenges**



**Economic
Development**

They also seek to build on the existing strengths currently serving to improve transportation equity across York County, including a myriad of organizational partners and existing programs, assets, and practices that those partners administer in the community today.

Ultimately, it is the shared goal and vision of the Transportation Equity Study Leadership Team to recognize and reflect these strengths; build on the previous efforts of local transportation equity champions; provide additional recommended actions that can complement and enhance the good work already happening on the ground to advance equitable transportation access in York; and provide a basis on which partners can collaboratively strengthen a transportation ecosystem that serves all travelers of York County.

The Study Team believes that in order to address York County's transportation challenges, specifically for working households with limited access to wealth, community members and leaders will have to work together to provide resources that support and uplift economically vulnerable residents in the present, while also laying the groundwork through effective regional cooperation for a more inclusive and accessible transportation system throughout all of York County.

Acknowledgments

We want to thank and acknowledge the work of the Steering Committee for this effort, who helped guide the development of this study and provided critical feedback during the process:

- Alex Hernandez-Siegel, Director of the Office of Student Diversity and Inclusion, York College of Pennsylvania
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- TaTyana Abreu, VITA and Community Engagement Manager, United Way of York County
- Tim Staub, Assistant Vice President of HRG, Municipal Planning Engineer

Thank you to all the members of the public who took the public survey and the community partners who shared the link to get over 490 resident responses.

United Way of York County (UWYC), founded over a hundred years ago as the York Welfare Federation, is committed to improving the lives of York County residents by addressing immediate needs and driving lasting, meaningful change. From our early days of supporting seventeen local agencies, we have grown into a trusted partner for both public and private organizations, dedicated to tackling complex community challenges. Today, we focus on helping working families manage basic living expenses, enhancing their financial stability and long-term resilience. Learn more at unitedway-york.org



Introduction

Ready access to affordable and quality transportation, much like other workplace supports like childcare, broadband, education, and housing, is an essential part of people’s ability to participate in the local economy, whether interviewing for jobs, accessing education or training, pursuing new career pathways, or having the stability to take care of one’s family and get to work unhindered every day.

To understand the transportation challenges facing York County residents, the United Way of York County, in partnership with Fourth Economy Consulting (together referred to as “the Study Team”), initiated a countywide Transportation Equity Study. This study examines the experiences of people who travel within the county, and derives recommendations to improve transportation access and quality for all.

The United Way of York County defines equitable transportation as ensuring fair access to reliable transportation opportunities and resources for all individuals in York County regardless of economic disparities in race, gender, age, or geographic location.

Transportation access refers to the ability of all residents to reach their intended location using various modes of transportation, including public transportation, private transportation, and modes of transportation including walking and cycling. Transportation access is an issue that influences a variety of factors, including economic opportunity, environmental sustainability, and quality of life.

At its core, this project is about accessibility of transportation for all in York County. Some residents are more susceptible to gaps in transportation access, including those without vehicles, seniors and residents with disabilities, rural residents, and low-income residents. With regard to the latter group, the study puts a particular focus on Asset Limited, Income Constrained, Employed (ALICE) residents, or those people and families of York County that are employed but unable to afford basic necessities like food, housing, transportation, and childcare.¹

This is especially important given that York County’s population is growing, increasing demand and strain on transportation infrastructure. As York County leaders work together to reach economic and community development goals for all those who work, learn, and live in the county, this study can serve as a guide to identifying transportation access gaps and rallying around effective solutions to fill those gaps.

Methodology

The methodology for this study included acquiring a baseline understanding of the transportation ecosystem through a combination of report review and data analysis, intentional and wide-ranging community engagement, and strategy recommendation development in consultation with transportation experts and practitioners who composed the study’s Steering Committee.

Report Review

One of the fundamental steps of this study entailed a comprehensive information-gathering process that involved reviewing relevant transportation reports and plans. Doing so allowed the Study Team to create an inventory of existing transportation initiatives and organizations currently in operation, and ultimately better understand the transportation ecosystem in York County. In total, the Study Team reviewed twelve reports and plans documenting existing efforts by leading agencies providing transportation services and addressing transportation issues in York. The list of reports and plans that the Study Team reviewed includes:

- Assessing Economic Opportunity: Public Transit, Job Access, and Equitable Economic Development in Three Medium-Sized Regions; Federal Reserve Bank of Philadelphia: Economic Growth & Mobility Project; 2018
- South Central Pennsylvania Unified Environmental Justice Process and Methodology; York Area Metropolitan Planning Organization; 2019
- York County Economic Action Plan; York County Planning Commission; 2020
- Go York 2045, the 2021–2045 Metropolitan Transportation Plan for York County York County Planning Commission; 2020
- Rabbittransit Annual Report; rabbittransit; 2021
- 2022–2025 Organizational Plan Summary; rabbittransit; 2022
- Community in Motion: The York and Adams Counties Coordination Human Services Public Transportation Plan; York Area Metropolitan Planning Organization; 2022
- Comprehensive Economic Development Strategy; South Central Pennsylvania Partnership for Regional Economic Performance; 2023
- York County Bicycle-Pedestrian Plan; York Area Metropolitan Planning Organization; 2024
- Go York 2050 Indicators Report; York Area Metropolitan Planning Organization; 2024
- 2025–2028 York Area Metropolitan Planning Organization TIP Environmental Justice Analysis; York Area Metropolitan Planning Organization; 2024

1. ALICE individuals make more than the federal poverty level but fall below the ALICE threshold, the level of income necessary to afford those basic necessities: [United For ALICE](#)

Ecosystem Inventory

A key component of the effort to gain a working baseline understanding of the transportation ecosystem involved taking stock of the existing organizations, experts, and actors providing transportation services in York County. Through desktop research, the Study Team compiled an inventory of organizations currently in operation, noting their mission, service, capacity, and reach within the county. Insights gathered from stakeholder interviews with transportation practitioners, combined with the information collected through report review and analysis, allowed for the documentation/accounting of existing efforts by leading agencies providing transportation services and addressing transportation issues in York County.

A full listing of ecosystem players, programs, and strategies is available in Appendix A.

Data Analysis

In an effort to uncover some of the local factors affecting transportation demand, the Study Team gathered and analyzed economic and demographic data that quantitatively depicted the state of travel in York County. This helped to identify the economic and demographic trends influencing overall transportation demand, especially in terms of who makes up that demand and their characteristics—including residents of the county as well as regional commuters, specific commuting patterns, the income levels and ALICE threshold of residents, expected population growth for the county, and overall in-migration trends.

The Study Team also analyzed the critical availability of transportation nodes around concentrations of employers, educational institutions, and housing, in addition to factors impacting accessibility such as walkability scores, travel times from origins to destinations, the condition of sidewalks, crossing, and bicycle infrastructure. These data points were mapped as layers to help provide spatial information about public transit and other transportation services to better understand potential service gaps and overall areas for improvement. The data

informs and is referenced in the list of findings in the sections to come below. The full data analysis, along with maps and charts, is displayed in Appendix C.

Community Engagement

Robust stakeholder engagement not only provides valuable qualitative data, but also helps to validate or refute preliminary findings, and it is an entry point for identifying those stakeholders who may be catalysts for change during the later stages of strategy development and implementation.

The stakeholder engagement strategy for this study included interviews, street intercept surveys, online surveys, transportation expert working group sessions, and Steering Committee convenings.

Steering Committee

United Way of York County recruited and brought together a Steering Committee composed of local, county, and regional local transportation experts and practitioners. The disciplines and industries represented on the committee ranged across education, workforce development, manufacturing, community development, transportation, outdoor recreation, and several others. The Study Team organized two convenings to invite members of the committee to help refine the scope of the study and provide guiding feedback and insights in response to the initial baseline analysis and the eventual draft study upon completion. The role of Steering Committee members involved serving as a sounding board and advisers to provide feedback on data analysis and strategic recommendations, and publicly advocate and build support for the implementation of the final set of recommendations.

Stakeholder Interviews

Throughout August–October 2024, the Study Team interviewed seventeen key regional stakeholders across the York County metropolitan area to better understand the experiences of how people travel in and around York County. The purpose of these interviews was to learn from experts and practitioners who interact with the transportation

ecosystem, in order to gather insights, as well as to develop community- and data-informed strategies that reduce barriers and improve transportation quality, accessibility, and equity—particularly for low-income and ALICE travelers.

Public Survey

The York County Transportation for All Survey was a public survey designed to better understand the individual preferences, priorities, and ideas of residents who live in, go to school in, and work in York County. The survey was distributed through both online and paper methods, in both Spanish and English. Residents of York County shared their demographic characteristics, perceptions of the transportation ecosystem, unique travel habits, and specific transportation needs and challenges, along with ideas and opportunities for improvement. The survey received responses from a total of 699 participants. United Way staff and organizational and community partners shared the survey through email, website, bulletin board, on-site street intercept stations, and newsletter channels. For a summary of survey results see Appendix B.

Street Intercept Survey

On Friday, October 4, 2024, two members of the Study Team conducted street intercept surveys to hear directly from residents on the ground throughout York County. Consultants set up tables in three locations throughout the day: first on-site at the Markets at Hanover in Hanover, PA; then at the rabbittransit Transfer Center in downtown York, and finally in the midst of a First Friday community gathering on North Beaver Street, also in downtown York. The Study Team conversed with pedestrians who stopped to share their thoughts and perspectives, replied to the question prompts displayed on large A-easel pads, and completed an abridged version of the public survey. The questions the Study Team posed to passersby throughout the day were “How do you travel to work, school, the

grocery store, or doctor?” and “What transportation changes/improvements/amenities would you like to see in York County?”

Transportation Equity Working Group

Following the preliminary drafting of an early slate of strategic action items, United Way of York County convened a group of transportation stakeholders representing organizations currently making a concerted effort to make transportation in York County more equitable and accessible. The purpose of the working session was to solicit feedback and add local perspective and context to shape and prioritize the draft set of proposed strategic actions. The working group helped to assess the quality and readiness of each draft strategic action, identify potential supporting partners and resources, and pinpoint possible next steps to be taken by the Study Team to further develop and ultimately implement recommended strategies.



Findings

The integrated information collection approach for this study, including stakeholder engagement, traditional desktop research, and data analysis, helped to uncover and identify transportation challenges, existing assets, and potential opportunities for future transportation development in York County. Desktop research helped to explore and document information sources that provided a baseline understanding of key strengths, community assets, challenges, and opportunities. The Study Team’s statistical and geospatial data analysis provided a deeper understanding of short- and long-term trends. Finally, the stakeholder interviews, street-level engagement, and survey responses provided lived-experience-rich context from the vantage point of York County travelers used to fill in information gaps and supplement the quantitative data collected from research databases and other sources of data.

The following section details a summary of the insights and findings, including existing equity-forward initiatives and promising programs currently ongoing in York County.

Key Strengths

Discovered during the various information collection phases and assessment of the transportation ecosystem in York County, several strong features, core assets, and promising initiatives currently at play in York County are apparent. Together, they provide a sturdy foundation for the continuation of existing transportation-related work and the generation of new and increasingly impactful programs that elevate equity throughout the county.

Strong Organizational Focus on Transportation in York County

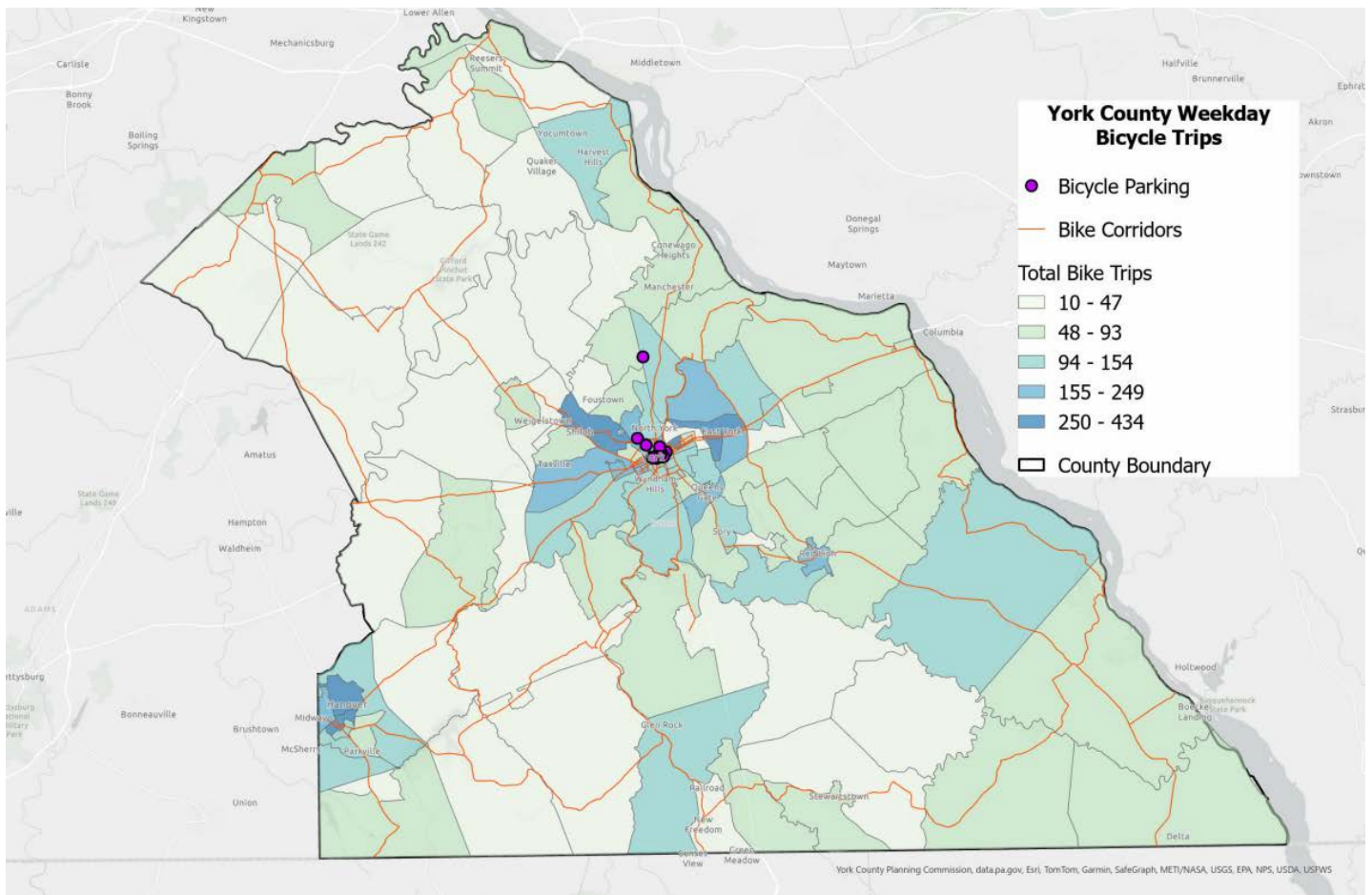
York County has a strong presence of mission-driven nonprofits, grassroots and community-based organizations, private transportation companies, academic institutions, and economic development organizations that are already working to provide ALICE families with transportation access. There are over thirty organizations—between government agencies, municipal planners, funders, and transportation providers—working to provide transportation services directly to residents or connect them to transportation solutions provided by partnering organizations. Anecdotally, throughout the Study Team’s engagement conversations, there were numerous occasions where transportation stakeholders shared references to creative and impactful initiatives led by local partners working to address transportation challenges throughout the county.

Investing in Public Transportation as Long-Term Sustainable Solution

Transit providers and regional municipal planners and decision-makers recognize the importance of ensuring widespread access to affordable public transit as a core component of transportation equity. Groups such as rabbittransit, Commute PA, and York Area Metropolitan Planning Organization are investing in innovative initiatives and programs that make public transit faster, safer, and more convenient. Breakthrough innovations such as Stop Hopper, fare capping, and investments in high-intensity mobility corridors, for example, are responding to resident transportation needs with scalable and flexible solutions. While there is plenty of work to be done to improve access to public access transit throughout York County—for example, just [*one-third of York County residents*](#) live within walking distance of a bus stop—[*a proximity analysis conducted by the Federal Reserve Bank of Philadelphia*](#) estimated that **the percentage of residents that have access to transit in the county more than doubles to 86 percent in low- and moderate-income neighborhoods**. Public transit is reaching and connecting communities with limited resources and transportation alternatives at a high rate particularly in dense urban areas. The public transit system will continue to follow through on its commitment to serve the transportation needs of residents of York County by providing effective and affordable transportation options through community-responsive and targeted innovation.

Bike, Pedestrian, and Other Active Transportation Infrastructure

Travelers in York County are beginning to fill last-mile gaps with multimodal, environmentally friendly micro-mobility solutions. For example, transit riders are bringing their bikes onto buses more frequently in the immediate post-COVID pandemic period from 2020 to 2023, with the share of riders bringing their bikes onto public transit increasing by 28.7 percent. The highest concentration of transit riders who’ve brought on bikes are traveling in downtown York, where the travel distances between sites are on average shorter and where there is more bicycle-friendly infrastructure. More bicycles on public transit may be positively correlated with an increase in the development of bike-friendly infrastructure in the downtown York area, and with the presence of outdoor recreational assets and transportation channels like the Heritage Rail Trail. Increased and continued investment in bicycle-friendly transit infrastructure can signal to ALICE travelers that purchasing and traveling via bike is an affordable, safe, and reliable mode of transportation. This is precisely why local organizations, such as the York County Planning Commission, are investing in roadway improvements, trail expansions, education and public awareness campaigns, and bikeshare network installations to make walking, skating, and biking viable, convenient, and safe travel alternatives for local residents.



Source: Replica Bicycle Trips Patterns, Spring 2023, weekday trips, Steer Analysis. A snapshot of bicycle trips recorded on a weekday in 2024 shows concentrations of biking along trail routes, bike corridors, and population centers.

An increase in residents traveling via active transportation modes can decrease the amount of cars on the road and corresponding traffic congestion, promote active exercise and improve health and well-being, and reduce the per-trip cost of traveling.

Growing Popularity of Electric Vehicles

Electric vehicles are becoming increasingly popular in York County and across Pennsylvania as a whole, with the number of electric vehicles nearly tripling from 2019 to 2022. The [total number of EVs registered](#) by residents of York County jumped from 41 in 2013 to 1,106 in 2022. According to [PlugShare](#), York County has 109 EV charging stations, with over 40 percent of the county’s chargers located in the city of York. The increase in EV registration could be attributed to an increase in state and federal tax credits for new EV owners, which have made EVs more affordable for buyers, along with an increase in battery mileage range. A large and increasing availability of EV infrastructure in York County may be beneficial for ALICE travelers in the region who may find it viable to take advantage of available tax credits and free tax preparation programs (e.g., United Way’s Volunteer Income Tax Assistance program) to purchase increasingly cost-effective EVs.

Existing Programs, Assets, and Practices

There are a number of strategies already in practice that help contribute to transportation equity in York County. This list is by no means exhaustive: See Appendix A for listing of strategies and full programmatic descriptions.

- Community Progress Council Uber and Lyft Stipends and Financial Literacy Program
- Goodwill Vehicle Donation Program
- Heritage Rail Trail County Park
- Jewish Community Center’s J Ride Program
- New Hope Ministries Transportation Assistance and Hope Rides Vehicle Loaner Program
- Rabbittransit
 - » Stop Hopper Initiative
 - » Token Transit Digital Application
 - » Fare Capping / Fare Abatement Initiative
 - » High Intensity Mobility Corridors
 - » Public Private Work Shuttles
 - » Emergency Ride Home Program
- Rabbitcares
 - » VA Clinic Veterans Transportation Program
 - » Rabbittransit, GIANT, and rabbitcares Access to Food Program
 - » Geisinger Health Insurance Medical Transportation Program
- VisionCorps Transportation Assistance Support Program for groups with perception challenges
- United Way of York County Ride United Pilot
- York Area Metropolitan Planning Organization
- York County Planning Commission York County Bicycle and Pedestrian Plan
- York County Planning Commission Bike Share Program Investment

Key Transportation Ecosystem Stakeholders

York County has a vibrant ecosystem of partners who are working to improve transportation access throughout the county. Partners include transportation network companies operating in York County; nonprofits and community-based organizations working to create and implement transportation solutions at the grassroots level; academic institutions conducting empirical research; community and economic development entities; and employers partnering with local organizations to provide transit services for their employees. This list is not exhaustive, but some of the notable organizations doing positive work in the transportation ecosystem throughout York County include:

- Bailey Coach
- Community Progress Council
- Commute PA
- Goodwill Keystone Area
- Harley-Davidson
- Healthy York Coalition
- New Hope Ministries
- Rabbittransit
- Rabbitcares
- Reliance Student Transportation
- United Way of York County
- VisionCorps
- York Area Metropolitan Planning Organization
- York County Economic Alliance
- York County Rail Trail Authority
- York County Community Foundation
- York County Libraries
- York County Planning Commission
- York Jewish Community Center
- York Revolution

Key Transportation Equity Challenges

Ensuring residents of York County have the ability to travel to jobs, access fresh and healthy foods, make their way to doctor visits, and take advantage of community services that support a healthy lifestyle is a critical component of economic equity. Residents, especially ALICE residents, face barriers to accessing transportation that negatively impact their quality of life and overall well-being. A list of transportation-related challenges identified and gathered from community members are listed below, across the following categories:

- Personal Vehicle Access and Affordability
- Public Transit Access and Affordability
- Active Transportation and Micromobility
- Transportation Infrastructure, Safety, and Mobility Challenges
- Economic Development Considerations
- Personal Vehicle Access and Affordability

Personal Vehicle Access and Affordability

York County is largely a car-dependent community, given its large geographic size and network of urban, suburban, and rural communities. This poses access and affordability challenges to individual residents, as well as negative environmental impacts and cultural incompatibilities with those who value dense, walkable communities that have ready access to amenities, jobs, and other community assets.



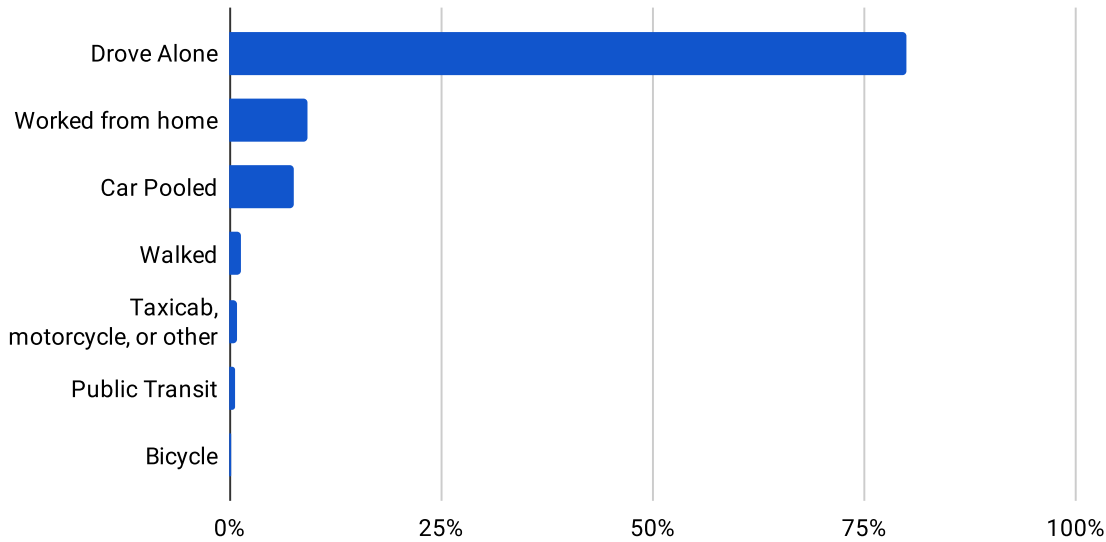
Vehicle Ownership

Community members generally rely on a personal vehicle for transportation, with over 90 percent of survey respondents selecting a personal car as their main form of transportation. Furthermore, 88 percent of respondents mention that they travel by car either daily (72 percent) or more than three times per week. This is reinforced in data from the census, which estimated that for 2018–22, 80 percent of commuters drove alone to work.

Residents of rural areas and low-income residents who don't have access to cars find it difficult to get around York County efficiently. While the greatest share of households have at least one vehicle available to them (93 percent), more than 6 percent or 10,078 households in York County have no vehicle available to them.

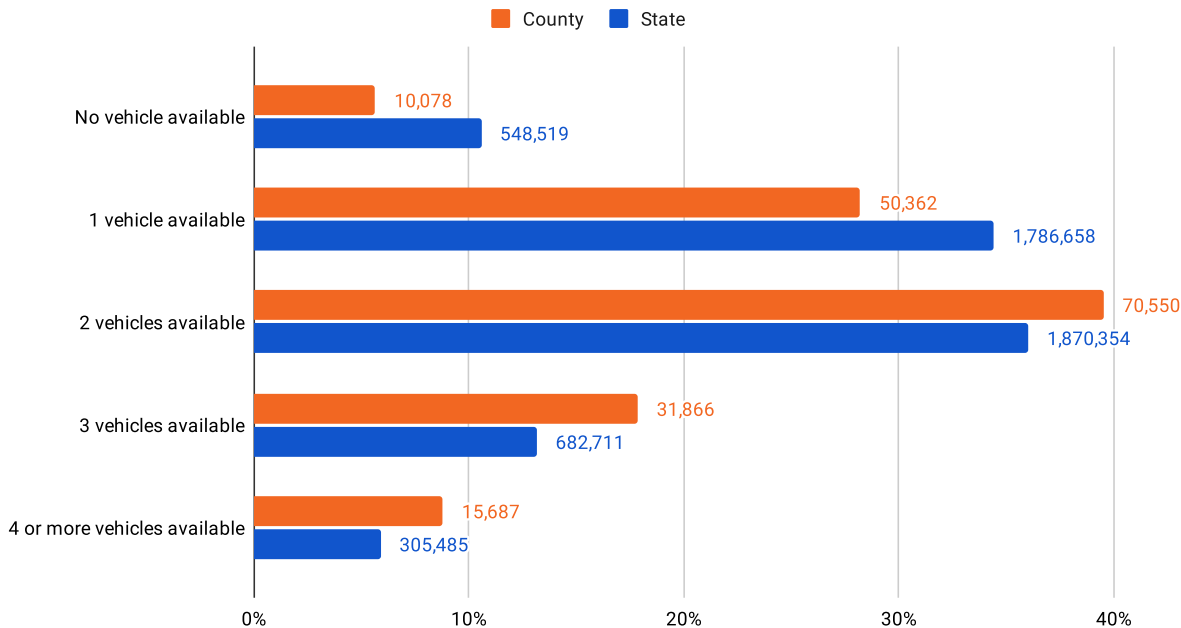
Mode of Transportation to Work

York County



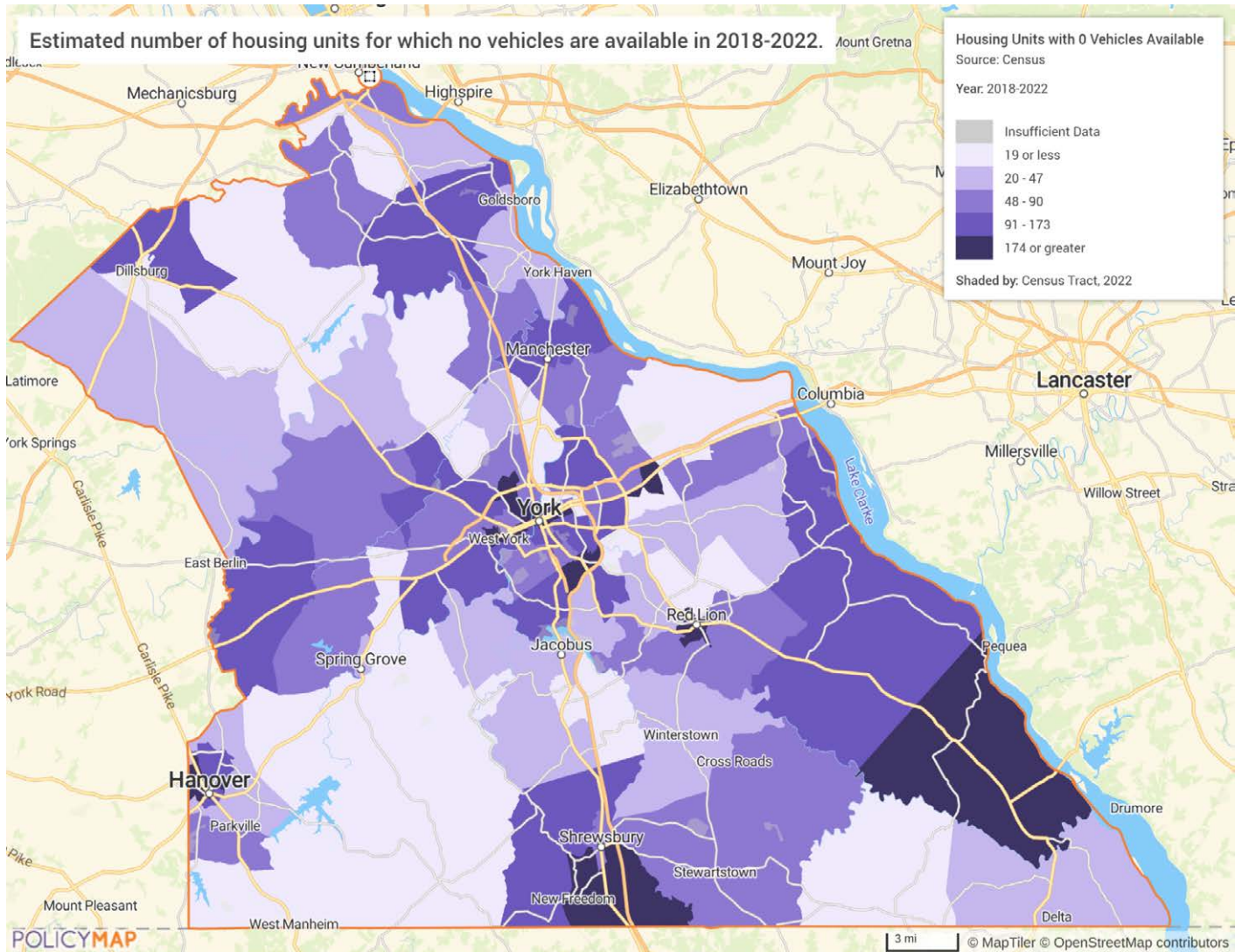
Source: Fourth Economy Analysis of ACS 5-Year Estimates, 2018–2022. These Census estimates show that 9.1 percent of York County residents worked from home, 7.5 percent carpooled, 1.4 percent walked, and .7 percent took public transit as their primary mode of transportation to work.

Households by Number of Vehicles Available



Source: Fourth Economy Analysis of ACS 5-Year Estimates, 2018–2022. This data shows over ten thousand residents with no access to a personal vehicle in York County.

In addition, low vehicle access is concentrated in select census tracts, particularly in the central and southeast areas of the county, and in communities like Hanover, Shrewsbury, New Freedom, and Red Lion, while the greatest number of households without a vehicle are concentrated in the city of York²



Source: PolicyMap | ACS 5-Year Estimates, 2018–2022. This map shows areas of low vehicle access in dark purple.

There exists a wide disparity between residents who have access to multiple vehicles and those who don't have access to a vehicle at all, which has implications for which residents are able to access high-paying jobs and other quality-of-life-supporting amenities. The car-ownership disparity is especially relevant because [84 percent of York County residents](#) live in “car-dependent” areas, which makes it difficult to travel without a car.

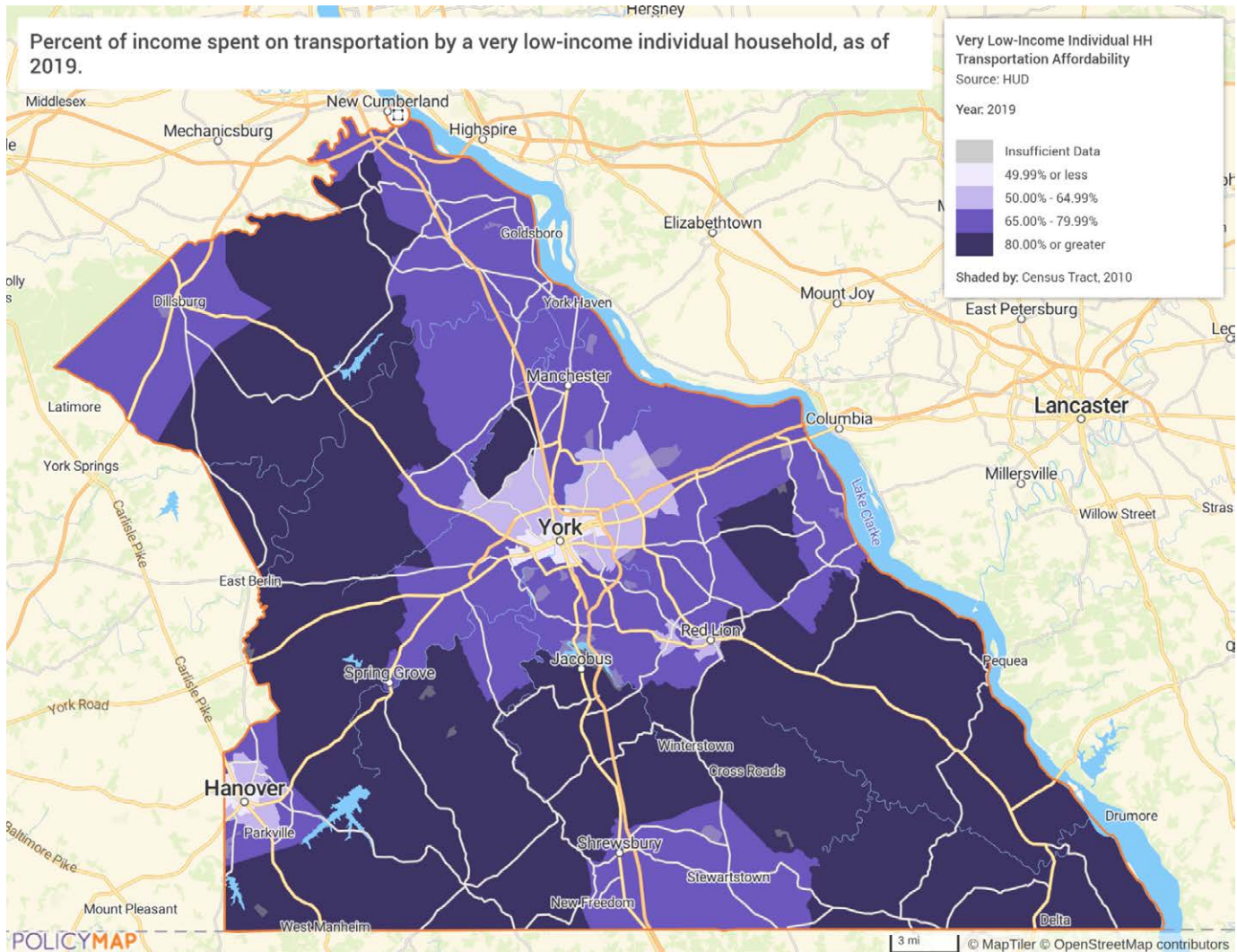
Local residents who are unable to afford a car face barriers to employment because it limits one's job search radius and makes access to jobs in certain locations infeasible. In addition, multiple stakeholders who serve ALICE families mentioned that the elevated need for a personal vehicle puts vulnerable residents into positions where they can be taken advantage of by predatory “buy here, pay here” car loan and mechanic shops that saddle them with high-interest loans and exorbitant payments. This has the potential to place additional financial strain on already financially burdened families, especially those without extensive financial literacy.

2. Fourth Economy Analysis of PolicyMap | ACS 5-Year Estimates, 2018–2022

Transportation Costs

Transportation costs represent the second-largest category of household expenditures across the country. Nationally, transportation accounted for 15 percent of average household spending in 2022. However, a median-income family in York County spends an average of 26 percent (\$15,785) of their household income on transportation.³ This percentage varies across the county, with a lower percentage spent around the city of York and higher percentages in the rural census tracts.

The cost of transportation and its overall affordability in York County is a critical issue, particularly in rural areas. Analysis for this study reveals deep disparities in cost and affordability. In 2019, family households with two working parents spent, on average, 19 percent of their income on transportation.



Source: PolicyMap. Estimates of percentage of income spent on transportation shows that individuals with incomes at or below the poverty line in York County spent, on average, 66 percent of their income on transportation in 2019. This is likely due to the high cost of vehicle ownership, which is seen as a necessity in most parts of the county.

3. Fourth Economy Analysis of PolicyMap | ACS 5-Year Estimates, 2018–2022

Meanwhile, very low-income individual households spent, on average, 66 percent of their income on transportation in 2019, a prohibitively high and unsustainable share of income. This amount has almost certainly risen in the last five years, and at last estimate, the ALICE threshold for transportation for households of two working parents and two children was no more than 17 percent of one’s annual income.⁴ **This indicates a need to promote strategies that work to make the cost of transportation affordable to all residents, especially working families and other vulnerable residents.**

According to results from the public survey, 31 percent of respondents indicated that they or someone in their household experienced transportation insecurity in the past year. The US Department of Transportation [defines “transportation insecurity”](#) as “when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely.” Multiple transportation stakeholders that the Study Team engaged with who work with transportation-insecure individuals mentioned that ALICE families who own and use a single car live with the imminent possibility of their car breaking down and their not having the resources to afford the necessary repairs. For vulnerable families, an inoperable car needing a repair could mean not being able to get to work or run family errands—thereby possibly putting an entire household in financial jeopardy.

Public Transit Access and Affordability

Public transit is considered an essential pillar of the transportation ecosystem in York County. At the same time, the system faces certain challenges to ridership.



Low Public Transit Saturation and Usage in York County

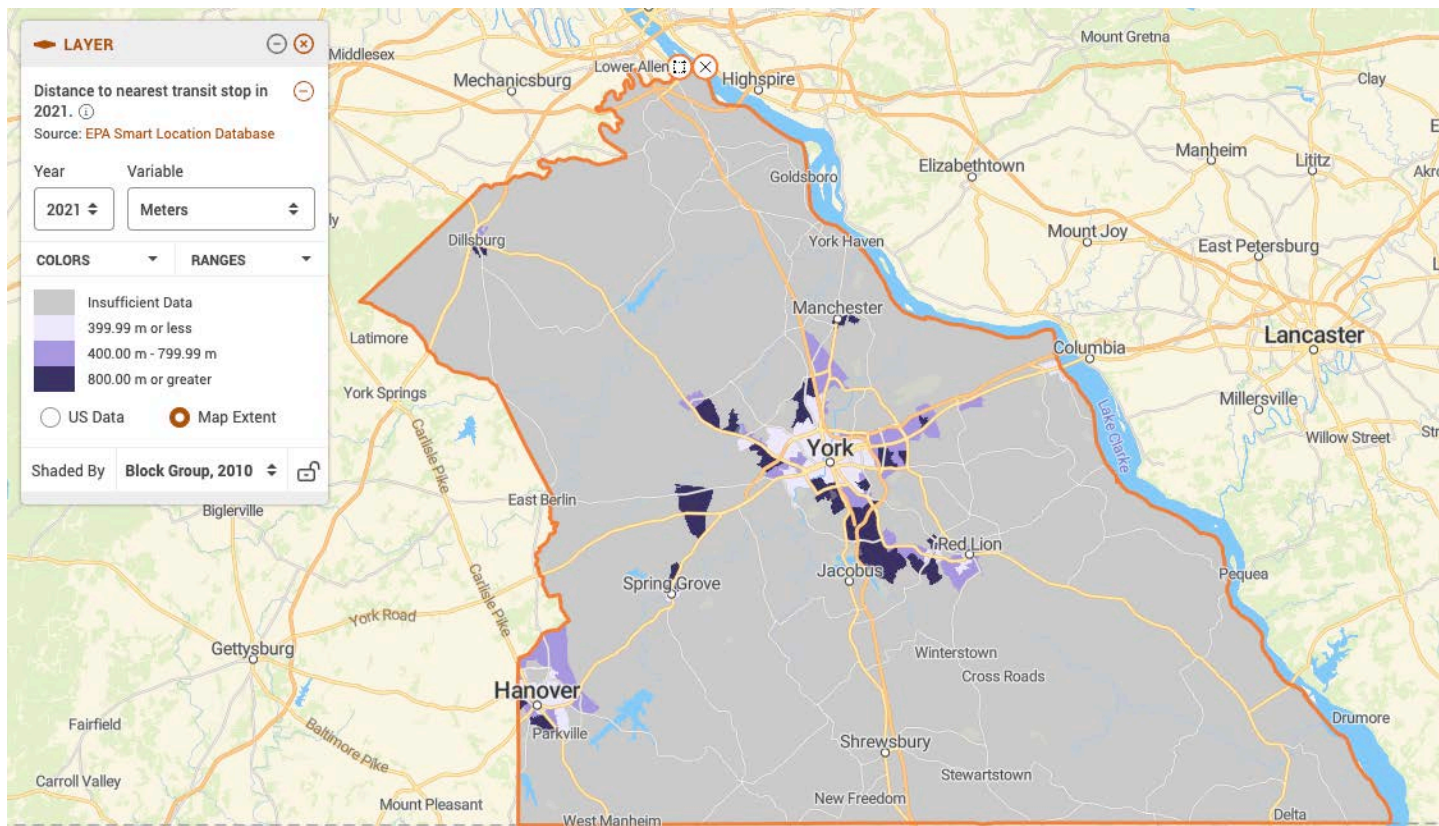
Though most York County residents largely rely on cars to travel efficiently, for those without access to a personal vehicle, ensuring equitable transportation access includes providing residents with reliable, safe, and fast public transit options. For ALICE residents unable to afford a car, adequate public transportation can be a lifeline for finding and maintaining employment. However, according to [American Census data](#), just 1 percent of York County workers use public transit as their primary means of transportation to get to work. Just 4 percent of the public survey respondents used the bus as their main form of transportation, with nearly 88 percent of respondents indicating that they practically never use the bus as a form of transportation, indicating a potential lack of access or confidence in their ability to use the public transit system effectively.

According to the Federal Highway Administration, most people are, on average, willing to walk for five to ten minutes, or approximately one quarter to one half of a mile (400–800 meters) to a transit stop.⁵ The average distance to the nearest transit stop in York County is 461 meters, well within this range. However, this figure can increase to as high as 1,121 meters in rural parts of the county, thereby presenting a potential opportunity to reduce this distance for transit users as a means to increase access, trust, transit usage, and equity.

4. Fourth Economy Analysis of UnitedForALICE Data, 2022

5. [Typical Walking Distance to Transit](#)

Distance to Nearest Transit Stop



Source: PolicyMap | [EPA Smart Location Database](#), 2021. This map shows distance to the nearest transit stop varying from an average of 461 meters (roughly a quarter mile) to 1,121 meters (almost three quarters of a mile) in York County.

Rider Perceptions of Reliability, Speed, and Frequency

Most community members engaged as a part of this process expressed a desire for more frequent bus services, longer bus hours, and expanded bus routes to cover more areas, including rural locations.

Public transit speed is a challenge for county residents, as the [average rabbitransit route takes almost twice as long](#)—1.85 times—to reach its destination from its origin compared to a car traveling between the same two locations. Bus frequency is also a challenge. Three of the top five routes, 1E, 1W, and 5W, have a bus scheduled every fifteen or thirty minutes, while other routes that service less dense areas of the county run about once every hour. The reliability of buses is a challenge of the public transportation system as well. Rabbitransit has seen its on-time percentage drop from 85.7 percent in 2020 to 78 percent in 2023. Much of this is due to rabbitransit experiencing a 150 percent increase in early and mistimed trips in the past three years, where drivers leave bus stops before the time indicated on a bus schedule.

Respondents to the public survey highlighted a limited geographic range (28.6 percent), a lack of comfort (19 percent), a lack of speed (14.3 percent), and a lack of availability (14.3 percent) as the primary barriers preventing them from using a public bus as a regular form of transportation. Numerous stakeholders mentioned during the community engagement undertaken as part of this study that the time-cost of public transit can add significant travel time to each trip, which, along with other stated concerns over availability and reliability, makes it difficult to depend on and regularly use the public transit system.

Culture, Safety, and Equitable Access to Public Transit

Finally, several populations with unique needs feel as though they are not being fully served by the public transit system, including the elderly, disabled individuals, rural and suburban residents, non- or low-English-speaking individuals, and young and school-aged children. Individuals with perception challenges (visually impaired, members of the deaf community, etc.) mentioned that taking public transportation can be intimidating because public transportation may not directly cater to their specific travel needs. For example, a number of public transit instructions aren't available in audible formats, which can make people who have visual impairments feel unsafe or uncomfortable taking public transit.

In the same respect, safety and security on public transit vehicles and stations was highlighted as a significant concern for residents. Nearly nine percent of travelers who responded to the public survey indicated that safety was a barrier that prevented them from taking public transit.

Active Transportation and Micromobility

A multimodal network of transportation assets means a landscape that includes safe and high caliber bicycle and pedestrian infrastructure, which many residents in York County value as a key part of quality of life.



Bicycle and Pedestrian Safety

Throughout York County, cyclist and pedestrian safety is shared as a concern among stakeholders. Many residents believe it is unsafe, inconvenient, or difficult for cyclists and pedestrians to cross major intersections on York County's roads. According to survey results for this study, just 1.7 percent of respondents selected either biking or walking as their primary form of transportation. Over 73 percent of respondents said that they never use a bike to travel throughout any given month. The top reasons why respondents choose not to travel by bike are that they don't feel safe traveling via a bike (31.2 percent), they're typically not fast enough (21.8 percent), and they have a limited geographic reach and range (21.8 percent).

Safety data shows a similar view: Fatal and serious injury crashes involving walkers and cyclists are [at twenty-year highs](#), and crashes causing serious injuries increased from [98 in 2004 to 173 in 2022](#). As such, respondents of the public community survey overwhelmingly called for safer and more extensive bike lanes, better sidewalks, and improved pedestrian access to make walking and biking safer.

Trail Access

According to a [2022 survey analysis](#) completed by York County Parks, close to 77 percent of Heritage Rail Trail users live in York County. According to multiple stakeholders interviewed for this study, however, a large share of residents commonly view trails simply as a recreational outlet rather than as part of transportation infrastructure available for them to commute and get from place to place. Part of this is due to restrictive rules that currently prohibit use outside of daylight hours and off-peak hours. This is particularly a challenge during the winter months, when the sun sets sooner in the day, while many workers or students are still making their way around and throughout York County. Similarly, the Heritage Trail may be underutilized as a means of travel by cyclists and pedestrians who travel through York County—a dormant segment of travelers indicated that they would be open to traveling via bicycle or on foot but haven't yet been "actively invited," or haven't gotten access to the resources necessary to take advantage of the trail as a transportation option. Transportation Infrastructure

The transportation access landscape is complex and includes system-level factors that influence the experience of moving through York County.

Transportation Infrastructure

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Rail Infrastructure

There is a lack of adequate rail infrastructure to support the efficient transport of people and goods across York County, and that which does exist is primarily geared toward commercial use and is aging, which puts additional strain on the region's existing highway systems. At the same time, there is strong interest in building regional high-speed rail services and better rail connections between York and places like Baltimore, Harrisburg, and Philadelphia. Numerous stakeholders and survey respondents mentioned a functional and high-speed rail system as a need for the county.



Traffic and Road Conditions

Residents indicate that traffic is often heavy and highly disruptive in York County, particularly on I-83 and I-30, the two major arteries that run through York County and extend through and around surrounding neighborhoods and counties. Numerous stakeholders shared the view that the county's major highways currently do not have the bandwidth to adequately support the efficient movement of residents and goods without changes or significant investments. In addition, as 70 percent of municipalities in York County [have experienced population growth since 2010](#), many residents are skeptical that the highway and road system will be able to handle the increased car volume and expected traffic as a result. Survey respondents and community members engaged through this study repeatedly emphasized the need for better road conditions, including smoother, safer, and wider roads and better maintenance.

Economic Development Considerations

Finally, transportation access and the ability to get around in York County influences other realms of peoples' lives, including the ability to find and keep employment and access economic opportunities.

Limited Access to High-Quality Jobs

The distance between dense population centers and employer locations is a challenge for a share of York County residents, especially ALICE families who don't have access to a personal vehicle. Several stakeholders pointed to trend where neighboring municipalities surrounding York County are building employment centers, expecting workers to drive long distances to reach them. In some cases, regional employment centers are being and have been built so far away from York County's population centers that they end up being out of reach of existing public transportation networks.



According to an analysis done by the [York County Planning Commission](#), the average resident in York County can reach approximately 1,100 jobs that pay \$1,250 or less per month by driving thirty minutes. If the same person spends thirty minutes on the public bus, they can reach only roughly a quarter, or 245, of these jobs. According to a job proximity analysis conducted by the Federal Reserve Bank of Philadelphia, a majority (74 percent) of residents in York County have low access to opportunity employment, which is employment that does not require a four-year college degree and pays above the national annual median wage, once adjusted for local differences in price levels.

Because of this, it is important to support a robust transportation network to help increase access to existing job centers so that all families, regardless of geographic location, can access high-quality jobs throughout the region.

Transportation and Workforce

Transportation providers are finding it hard to find and hire enough qualified drivers, especially among those that serve young children, elderly residents, and disabled populations, citing difficulty obtaining commercial driving licenses and/or consistently passing routine employment drug tests.

Similarly, employee recruitment and retention is a challenge for employers in the region due to a lack of reliable, frequent, and affordable transportation options. The inability to fill open positions, which can be exacerbated by inadequate transportation, prevents ALICE families from accessing jobs that could help build long-term wealth and economic security, along with limiting the ability of companies and the York regional economy as a whole to reach its full capacity.

Transportation Equity Recommendations

From the research, community engagement, and analysis conducted as a part of this study, the following strategy recommendations emerged as key mechanisms that could be impactful in moving the transportation equity needle forward. Some of these are already happening in York County as successful programs and efforts led by key partners—many of which could stand to be scaled and replicated for greater impact—while some represent entirely new ideas. Each addressed the key challenges and opportunities uncovered during this study, and many capitalize on existing strengths.

The following section details a summary of the insights and findings, including existing equity-forward initiatives and promising programs currently ongoing in York County.

Short Term

There are opportunities that could be addressed in the short term and might be priorities for community leaders to turn their attention to in the coming year.

Direct Support for Local Residents

Direct support for local residents might include creating one or more funding/grant pools to support job seekers facing transportation barriers, supported by the United Way and a network of other community stakeholders, and administered to community members through existing programs. This financial support could be used to fund subsidies for public transit, car repairs, or other transportation-related expenses, helping to cover transportation costs and enabling job seekers to attend interviews, training sessions, and work.

Contributions may take many forms, with a menu of solutions that providers might choose from to best serve resident needs:

- **Bus Passes** – For residents living within public transit corridors, providing free or discounted bus passes can help cover transportation costs and free up income for other essential needs like food, housing, and childcare.
- **Uber and Lyft Stipends** – For those who need more direct transport to locations not yet served by public transit, providing stipends for ridesharing services like Uber and Lyft can help alleviate transportation barriers and improve access to essential services and employment opportunities.
- **Vehicle Acquisition and Donation** – For residents in more rural areas or who need to travel far for work, school, health care, or other needs, donating or lending vehicles to residents who lack reliable transportation can help enhance mobility and improve the quality of life for recipients.

Direct Ride Service and Carpooling Programs

Encouraging carpooling, employer shuttles, and other ride services for workers offers numerous benefits for both employees and employers.

- **Establish and incentivize a community carpooling co-op or network for York County** – Creating a community-based carpooling network or cooperative that encourages residents to share rides can help reduce burden on workers, saving them fuel, maintenance, tolls, and parking fees. Fewer cars on the road also means reduced greenhouse gas emissions and lower air pollution, contributing to a healthier environment
- **Expand capacity of employer shuttle network to encompass York County** – Expanding existing employer shuttle networks to cover more areas within York County would provide employees with reliable transportation to and from work, reducing commuting challenges. Offering transportation solutions can make a company more attractive to potential employees and help retain current staff.



Promising Practice : BlueLA

The City of Los Angeles (LA), in partnership with the LA Department of Transportation and the Mayor's Office, launched a BlueLA—a zero-emission carshare pilot project intended to provide clean and affordable transportation in thirteen historically underserved communities. BlueLA Carsharing Pilot Project required the construction and installation of one hundred carshare stations with five hundred charge points and operation of an electric vehicle carshare program with three hundred electric vehicles in disadvantaged communities within the city of Los Angeles. More than half of membership (55 percent) consists of low-income residents, and since the launch of the project in October 2015, over 63,000 trips have been taken, in the process reducing annual greenhouse gas emissions by an estimated 2,234.11 metric tons—equivalent to 2,469,325 pounds of coal burned or 251,391 gallons of gasoline.

Encouraging Employer Engagement in Transportation Solutions

In general, increasing employer involvement in providing transportation solutions to their employees is a viable strategy for supporting low-access workers. This could be facilitated by creating and promoting existing incentives for employers who provide transportation for their employees, including financial assistance to reduce transportation costs, vanpooling or other shuttle services, or other benefits to promote participation.

Promising Practice: Worker Transportation Fund

The Community Foundation of the Ozarks created a fund to support workers and job seekers who face transportation barriers that affect their ability to get hired or maintain current jobs. Nonprofits that work with clients who identify transportation issues as impeding their ability to get and keep jobs are able to apply for and access funds through the Community Foundation of the Ozarks' grant application process. Small businesses and local employers are able to access funds to support workers facing transportation challenges through a partnership with United Way of the Ozarks and the Springfield Business Development Corporation, a nonprofit subsidiary of the Springfield Area Chamber of Commerce.

Medium Term

There are additional policies, initiatives, and investments that regional entities have already begun to prioritize and that may take sustained effort to fully realize over the coming years.

Public Transit Expansion and Adjustments

- **Continue to invest in high-intensity mobility corridors** – In the fall of 2024, rabbittransit leaders announced the launch of an initial study to identify the siting of potential high-intensity mobility corridors in York County. High-intensity mobility corridors are select high-traffic areas where transit authorities can invest in a high supply of frequent, fast, and reliable public transit. High-intensity mobility corridors and the presence of reliable transportation in high-need areas can create momentum for further community investment and connect low-transit-coverage geographic areas to community assets throughout York County.
- **Bolster Stop Hopper, Paratransit, and similar on-demand public shuttle services that cater to needs of diverse customers** – Rabbittransit's Stop Hopper program allows customers to reserve space on on-demand shuttle service to travel within designated service zones. Paratransit, or Shared Ride, is a select bus service that caters to seniors and persons with disabilities who may need medical assistance. Customers can access these shuttle services by booking a trip through the Stop Hopper digital app, calling and scheduling a ride in advance, or submitting an application in the case of Paratransit. These services are a crucial resource for individuals who have limited transportation options. Continuing to

invest in on-demand transportation services can provide high-quality transportation options for groups with mobility challenges that would otherwise prevent them from taking advantage of public transit options in York, as well as residents who live or work in areas with low public transit coverage.

- **Increase public awareness of “Fare Capping,” Half-Fare, and other targeted fare reduction initiatives** – In recent years, rabbittransit has launched programs such as its Fare Capping program, which allows riders who don’t have access to the lump sum of money necessary to purchase a monthly pass to still recoup the cost savings by paying as they go, as well as its Half-Fare program, which allows individuals with disabilities to ride public transit at a lower cost. Sentiments and perceptions pulled from the public survey results and discussions with pedestrians suggest that there is a low awareness of these efforts by rabbittransit to make public transit more affordable for economically vulnerable groups. More needs to be done in the form of public awareness campaigns to inform customers of the various sets of affordability programs that are available to them.
- **Strengthen assistance for groups with varied mobility needs** – As York County’s population grows, the number and share of senior residents and residents with movement or perception challenges continues to grow as well. For example, the number of disability placards—a general proxy for the number of residents with disabilities—increased year over year by 975 in 2021 to 31,281 in 2022. As older residents of York County age and the number of people with disabilities increases, the need for safe, affordable, and accessible transportation increases as well. That includes more and varied opportunities for residents to learn about the breadth of transit services available and how to use public transit; clear and multiperception instructions (e.g., audio- or touch-based methods) for residents with visual, hearing, or other perception challenges; and transportation infrastructure, such as wheelchair ramps, that can accommodate medical equipment and the medical needs of residents.

Increasing Active Transportation Infrastructure

- **Develop bicycle and pedestrian infrastructure to improve viability of multimodal transportation** – In 2020, the sole bikeshare provider in York County ceased operations after the COVID-19 pandemic disrupted travel for thousands of people. To build on York County Planning Commission’s recent Bicycle and Pedestrian Plan, county transportation planners and providers should continue to take steps to reintroduce a well-functioning bikeshare network and build bike-friendly infrastructure throughout the county.

In addition, county decision makers can implement policies and make environmental design changes to promote walking, biking, and other forms of active transportation. This includes maintaining and expanding sidewalk infrastructure to create safe pathways to walk and ride along busy roadways; building on existing trail networks to encourage community usage of trail passageways as a legitimate form of travel to and from job centers, schools, commercial sites, and housing; educating employers about the multimodal transportation needs of employees; and clarifying electric bike policies at the local and state levels to give clear guidance to residents.

Overall, continuing to invest in bicycle, pedestrian, and active transportation infrastructure improvements will help to expand accessible and affordable transportation alternatives and opportunities for residents of York County.

Land Use Planning

- **Incentivize the building of mixed-use commercial spaces through land zoning regulations** – Encouraging the development of mixed-use spaces through zoning regulations can help create more integrated communities that are inclusive of live, work, shop, and play spaces and are accessible by non vehicular transportation methods.
- **Coordinate the construction and siting of employment centers with existing transportation networks** – Aligning the development of employment centers with existing transportation networks is critical for ensuring that York County ALICE residents have reliable access to available job opportunities. Building employment centers near transportation hubs, and vice versa, will require collaboration among regional transportation partners, local planners, employers, and developers to more efficiently plan economic development projects on or near transportation corridors. Employment siting decisions that take into account transit density and interconnectedness benefit job seekers and employers by making it easier to connect ALICE talent to economic opportunity.

Regional Coordination and Data-Driven Decision-Making

- **Incorporate equity and environmental justice considerations into program design and implementation** – Municipal planners and organizations can adopt and apply *equity-centered criteria* into how program and funding decisions are made to help to align projects with equity priorities. Using equity criteria to determine how projects are assessed, scored, chosen, and prioritized can be a practice that reliably ensures that investments align with the interests of and benefits population groups who experience disparities.
- **Conduct transportation needs surveys for employers and neighborhoods** – Various stakeholders engaged during this study indicated that a large share of employers are unaware of their employees' transportation needs, especially those who use public transit. York Area Metropolitan Planning Organization and other county and regional partners can educate employers about resident needs, especially as they relate to a business's employee recruitment and retention efforts. Increased awareness of and access to multimodal transportation options can help to expand an employer's talent pool and reduce the costs of replacing workers who don't have a vehicle or who would prefer not to drive. Similarly, conducting a neighborhood needs assessment can help identify transportation assets and needs in communities with concentrations of ALICE, minority and low-income, or high-need populations. Bringing together local residents, community organizations, and transportation agencies can help to identify the transportation challenges facing ALICE residents more holistically and ultimately devote more resources to addressing community transportation needs.

Promising Practice: Micro-Grant Program

North Jersey Transportation Planning Authority (NJTPA) was part of a HUD-funded regional consortium that formed to develop a plan for sustainable development for the North Jersey region. The Together North Jersey (TNJ) consortium regranted a portion of the funding to support local planning initiatives. One such program was the *NGO Micro-Grant Program, which provided financial assistance to nongovernmental organizations to meaningfully participate in the planning processes* that led to the development of the regional plan. Grant recipients were nonprofit organizations that serve traditionally underrepresented populations. Grantees were given financial resources to undertake small planning studies that focused on neighborhood revitalization and improving the built environment to promote health and well-being, safe neighborhoods, and active transportation. The TNJ implementation phase, which began in 2016, provides support for the regranteeing recipients to implement recommendations of their plans.

Long-Term Aspirations for the Future of Transportation

A few big-picture pursuits recommended by stakeholders and survey respondents represent opportunities that would most likely indirectly impact transportation equity as they seek to improve transportation access overall. These targets are potential long-term solutions that organizations in the transportation ecosystem may support and advocate for, but exist outside of the short-term, immediate priorities for York County. These goals are long term and aspirational, but also carry with them additional benefits, including decreasing road traffic and congestion, which can lead to improved public health for York County residents.

- **Build a regional high-speed light-rail system** – This can help provide fast and efficient transportation across the region.
- **Expand regional long-range rail to connect York to regional airports and population hubs**
 - » Developing long-range rail connections can link York with regional airports and major population centers enhances regional mobility.
 - » More cargo moving by rail helps to relieve the weight stress on highways from trucks. Rail freight service is more efficient for long-distance shipping.

Next Steps

Create a Transportation Equity Coalition to Bring Together Transportation Experts and Community Leaders

Currently, there isn't a singular entity focused on transportation access and equity in York County, but rather various organizations who address transportation challenges in somewhat siloed and decentralized ways—for instance, by focusing on the needs of subsections of populations they serve (e.g., the elderly, employers, a religious/faith community, or the visually impaired).

Creating a collaborative space that brings together a diverse set of transportation equity champions to address countywide transportation challenges and develop solutions is a critical step to getting the necessary buy-in and pooling the necessary resources to effect long-term change. A designated regional organizer can convene key stakeholders and provide the infrastructural foundation needed to advocate for and advance transportation equity priorities.

In York County, innovative partnerships connecting transit-dependent workers to jobs are already underway. In one pilot program, private firms and the public transit agency have aligned shift schedules with bus timetables to promote equitable access to employment for disconnected workers. More generally, partnerships between public transit agencies and private firms have the potential to expand employment access for transit-dependent workers, especially where existing employment centers are concerned. Community outreach can then increase awareness of new and existing transportation options for residents who may be unaware of the services in their neighborhood.

Continue Ongoing Commitment to Regular Investments in the Transportation Equity Ecosystem

Continuing to make regular investments in organizations, programs, and initiatives that are already working to improve the transportation equity ecosystem is crucial for several reasons:

- **Multifaceted Solutions:** Transportation equity involves multiple facets, including public transit, active transportation, and direct assistance for vulnerable residents. Regular investments in diverse approaches allow for a holistic approach, ensuring that varied resident needs are met effectively.

- **Economic Benefits:** Investing in transportation equity can lead to significant economic benefits, such as increased employment opportunities, improved access to essential services, and enhanced overall quality of life. This, in turn, can attract more businesses, people, and investments to the area.
- **Equitable Access:** Ensuring that all residents, regardless of their socioeconomic status, have access to reliable and affordable transportation is a key aspect of transportation equity. Regular investments help bridge the gap and provide equitable access to transportation for all.
- **Community Trust and Engagement:** Consistent investment demonstrates a long-term commitment to the community, building trust and encouraging greater engagement from residents. This can lead to more active participation in transportation programs and initiatives in the future.
- **Environmental Impact:** Regular investments in sustainable transportation options, such as public transit and active transportation, can help reduce greenhouse gas emissions and alleviate traffic congestion. This contributes to a healthier environment and aligns with broader quality-of-life goals.
- **Ongoing Innovation:** Ongoing investments allow for long-term adaptation of new, innovative transportation solutions. This includes the integration of new technologies, such as electric vehicles and smart transportation systems, which can further enhance the efficiency and effectiveness of transportation networks.
- **Sustained Progress:** Regular investments ensure that the progress made in transportation equity is not only maintained but also built on. This helps in addressing the evolving needs of the community and adapting to new challenges as they arise.

By maintaining a regular commitment to investments in the transportation equity ecosystem, stakeholders can ensure that the benefits of these initiatives are maximized and sustained over the long term.

Appendices

Appendix A: York County Transportation Ecosystem Inventory

Please visit <http://bit.ly/3BscRab> to view a full listing of ecosystem players, programs, and strategies.

Appendix B: Survey Results

Please visit https://reporting.alchemer.com/r/115110_66c3a9a9167503.27784116 to view results from the online community survey.

Appendix C: Data Analysis

Key Data Influencing Transportation Demand

York County is projected to exceed a half-million residents by 2030 and to increase a total of over 130,000 by 2050 (Source: Fourth Economy Analysis of Lightcast™ Data). The 2020 US Census measured York County's population at 456,438, a 7% increase from 2010 (Source: US Census Bureau). The uptick and expected rise in population inflow from nearby regional centers such as Baltimore and Harrisburg is both a challenge and opportunity for York County, as it puts additional strain on the county's transportation system while also creating opportunities for revenue generation and long term investment. 106,529 residents of York County leave the county for work, whereas 68,164 people live outside of York County but commute into the county for work, which results in a commuting outflow of 38,365 people. This analysis presents an opportunity to better understand how to support the transportation needs of residents who live and work in the area, through increased transportation equity.

Key Data Influencing Transportation Supply

Number of Households with No Vehicle

The greatest number of households without a vehicle are concentrated in a census tract in the City of York (533). There are also 191 households with no vehicle access in the large southeast census tract.

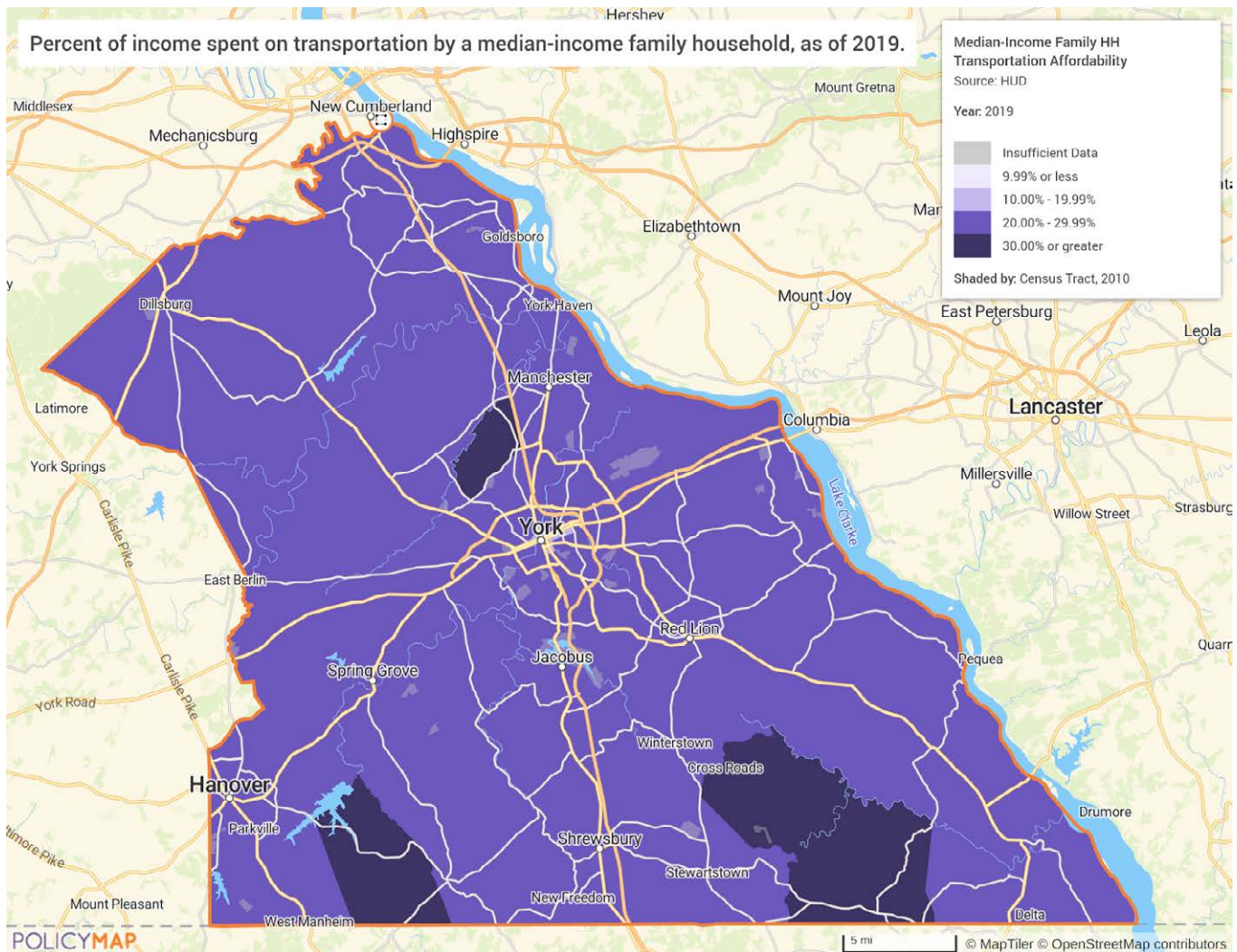
In the City of York more broadly there are 3,575 households with no vehicle available. In Hanover, there are 746 households with 0 vehicles. See map, page 15.

Transportation Affordability by Income: Median Income, Family Household

A median-income family spends an average of 26% (\$15,785) of their household income on transportation across York County.

This percentage varies across the county, with a lower percentage spent around the City of York and higher percentages in the rural census tracts.

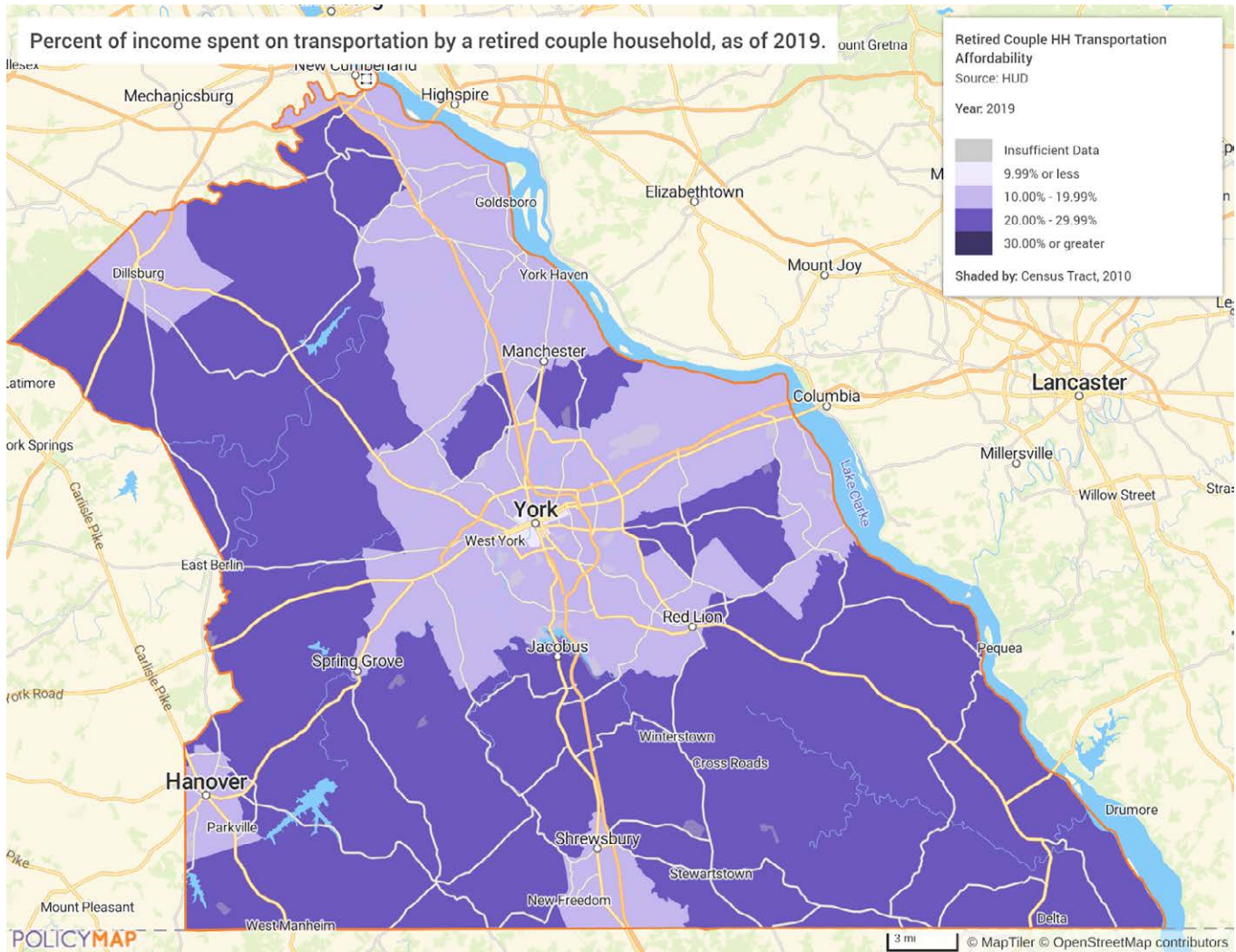
Nationally, transportation accounted for 15% of average household spending in 2022.



Source: Fourth Economy Analysis of ACS 5-Year Estimates, 2018-2022

Transportation Affordability by Income: Retired Couple Household

Retired couples in York County spent, on average, 17% of their income on transportation in 2019.



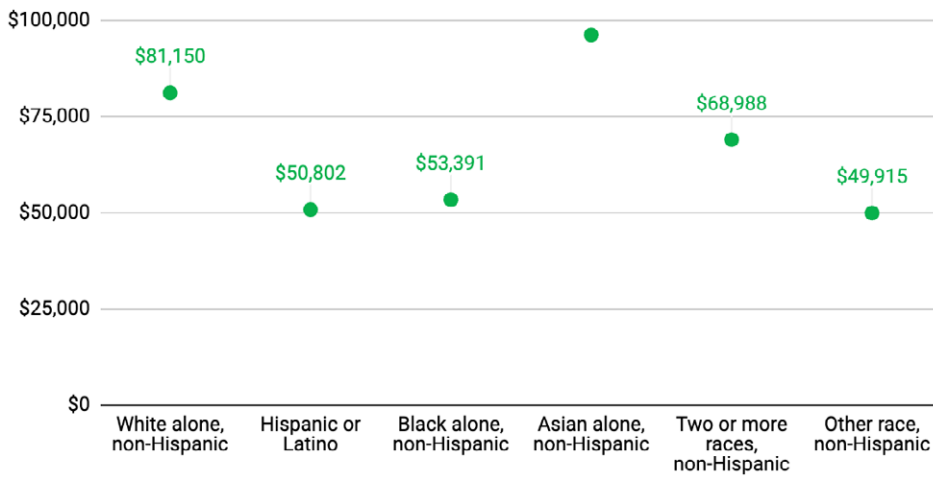
Source: Fourth Economy Analysis of ACS 5-Year Estimates, 2018-2022

Median Household Income by Race and Ethnicity

Median household income in York County among all households is \$79,193. However, it ranges from \$96,250 for Asian residents to \$49,915 for those identifying as Other race.

MHI by Race and Ethnicity

York County



Source: Fourth Economy Analysis of ACS 5-Year Estimates, 2018-2022

Median Household Income by Age

There are similar disparities in median household income by the age of householder, with those 65+ making \$45,641 less than the median household income for 45 to 64 year olds.

MHI by Age

York County

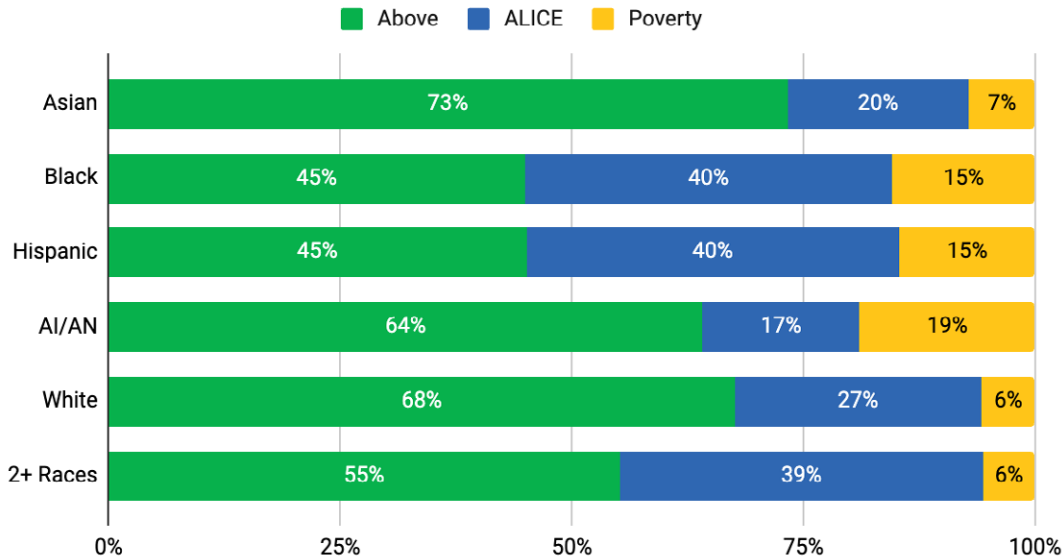


Source: Fourth Economy Analysis of ACS 5-Year Estimates, 2018-2022

ALICE Status by Race and Ethnicity

40% of Black residents, 40% of Hispanic/Latino residents, and 39% of residents identifying as Two or More Races are classified as ALICE households in York County, meaning that they earn more than the Federal Poverty Level but less than the basic cost of living for the county.

ALICE Households by Race/Ethnicity



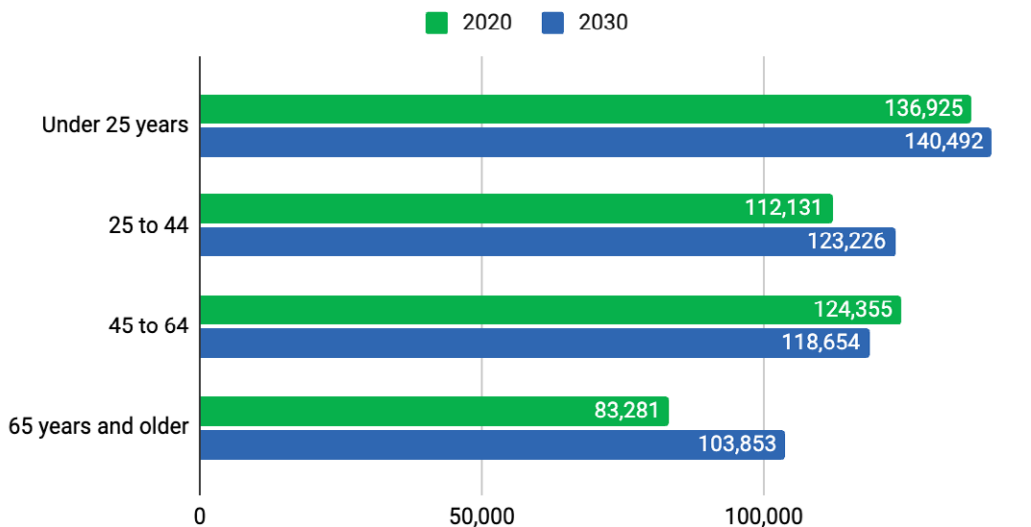
Source: York County - Pennsylvania | UnitedForALICE

Population Projections

York County’s population is expected to grow by 6% in 2030, increasing from 456,692 to 486,224. Much of this growth is concentrated among those aged 65+, which is expected to grow by 142% during this period (+20,572).

Population Projections by Age, 2020 to 2030

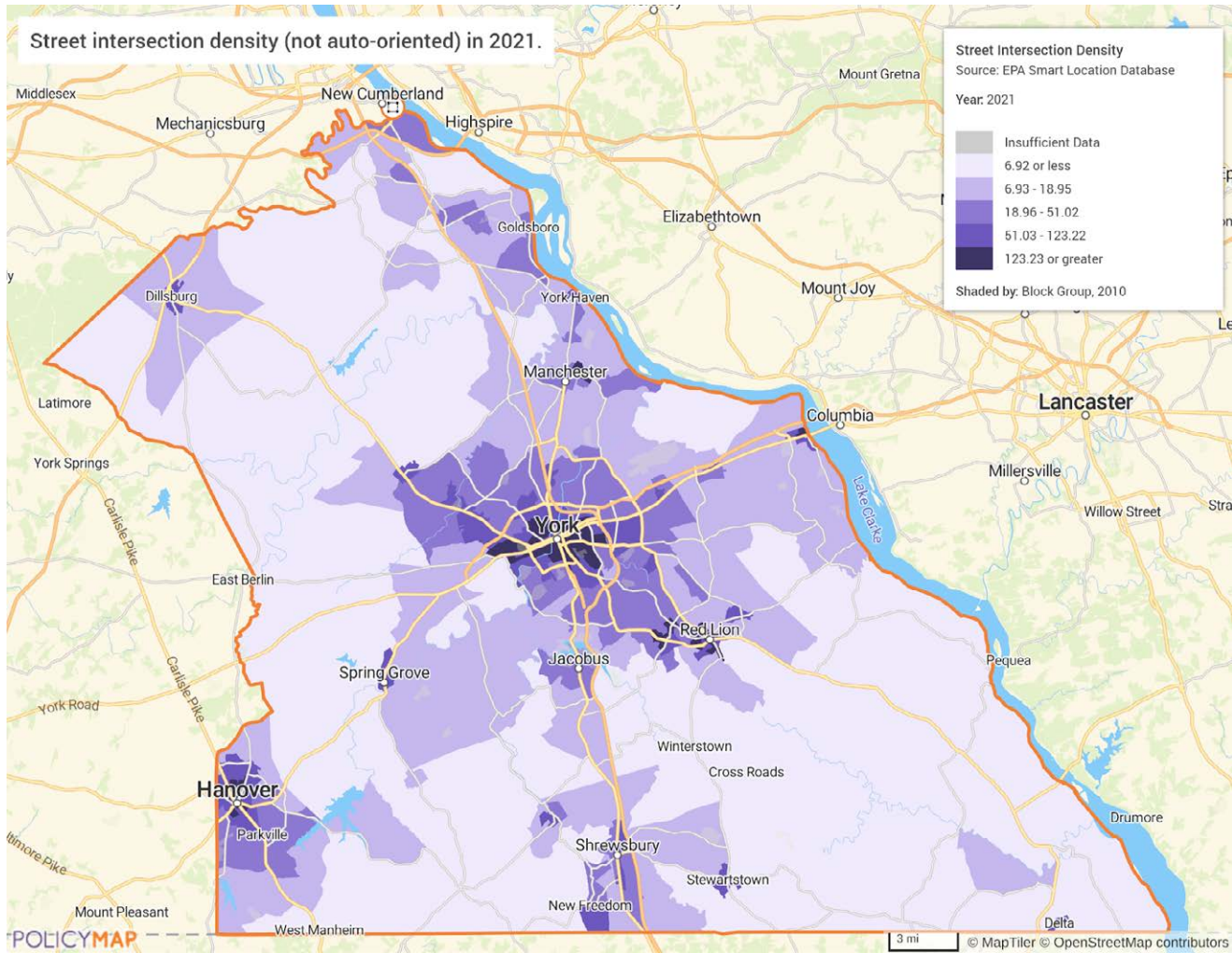
York County



Source: Fourth Economy Analysis of Lightcast™ Data, 2020-2030

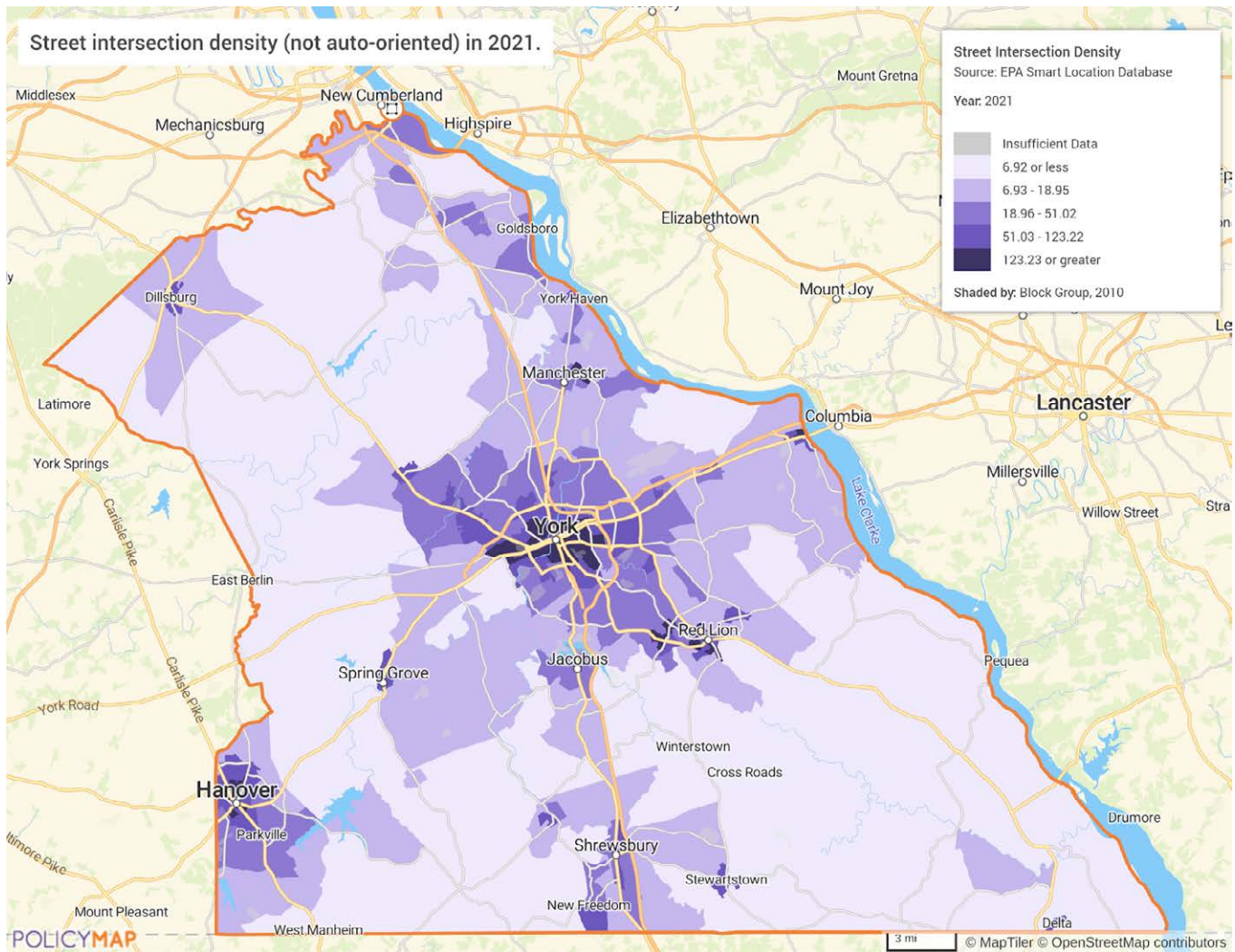
Total Road Density

The average road density for York County is 14 per square miles, although this number ranges from 57 in the City of York to 2 north of Rossville.



Intersection Density

Street intersection density, measured by the number per square mile, ranges from 1 in a block group north of Rossville to 558 in the City of York.





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Report by Fourth Economy

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