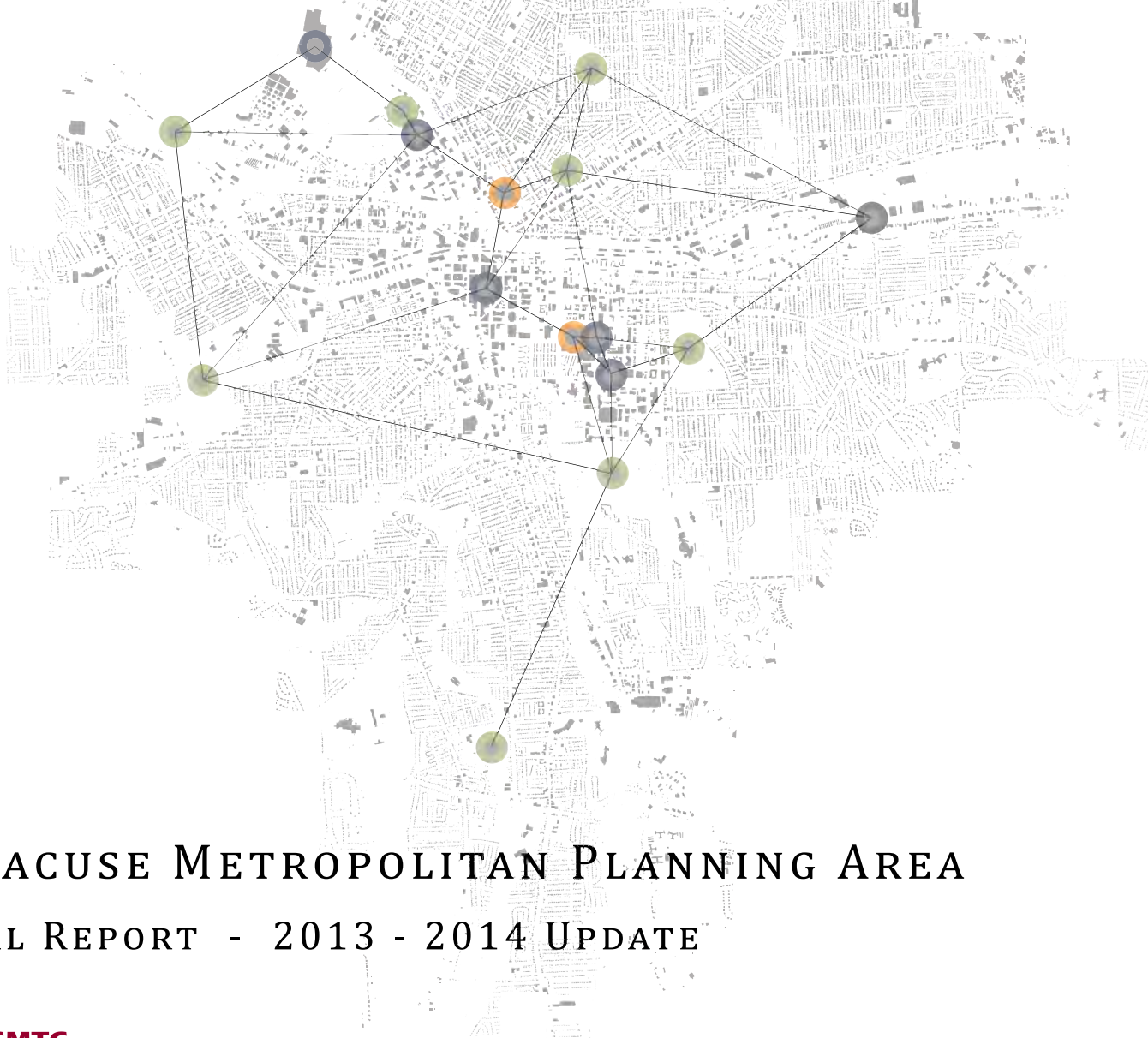


Coordinated Public Transit Human Services Transportation Plan



SYRACUSE METROPOLITAN PLANNING AREA

FINAL REPORT - 2013 - 2014 UPDATE



COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

FINAL REPORT
2013 - 2014

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council is solely responsible for its contents.

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Cover illustrations courtesy of the Central New York Regional Transportation Authority and St. Camillus Health & Rehabilitation Center.

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Coordinated Public Transit – Human Services Transportation Plan

Executive Summary

Introduction

The impetus for the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) originated with the 2005 passage of the SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). This legislation required that all Metropolitan Planning Organizations (MPO) seek to “identify the transportation needs of individuals with disabilities, older adults, and people with low income, provide strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.” As the designated MPO for the Syracuse Metropolitan Area, the SMTC undertook the lead effort of developing such a document for the planning area.

The purpose of the Coordinated Plan is to improve services for underserved populations through (1) identifying gaps and overlaps in service and (2) providing prioritized recommendations for service improvements. Underserved populations, for the purpose of this plan, are defined as people with disabilities, low income citizens, and the elderly community. Federal Transit Administration (FTA) circulars for three funding grant programs (i.e., Elderly Individuals & Persons with Disabilities (§ 5310); Job Access and Reverse Commute (§ 5316); and New Freedom (§ 5317)) indicate that a Coordinated Plan must include four specific elements as noted below.

1. An assessment of available services that identifies current transportation providers (public, private, and non-profit);
2. An assessment of needs for individuals with disabilities, older adults, and people with low incomes;
3. Strategies, activities and/or projects to address the identified gaps between current services and needs, as well

as opportunities to improve efficiencies in service delivery; and

4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing strategies and/or activities identified.

On July 6, 2012 President Obama signed into law the Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 is the current federal surface transportation authorization, which repealed the Section 5316 and Section 5317 programs. However, the activities previously associated under these two programs are now contained under the Urban Area Formula (Section 5307) in the case of JARC and the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) for New Freedom. Although the Section 5316 and Section 5317 programs no longer exist, MAP-21 continues the necessity of ensuring that programs and projects seeking federal funding assistance adhere to the activities specified in a Coordinated Plan.

FTA guidance documents also indicate that a Coordinated Plan should be developed with input and participation from human service agencies, transportation providers and members of the public. A Public Involvement Plan (PIP) was developed for this project. The PIP is a reflection of the SMTC’s overarching Public Participation Plan that outlines strategies for encouraging public involvement in transportation planning projects region-wide. To meet the federal requirements, the Coordinated Plan adheres to the following three goals developed by the SMTC, with corresponding tasks for accomplishing each goal.

To raise public awareness of the Coordinated Plan and encourage representation of invested parties in its compilation

- Create a Study Advisory Committee comprised of SMTC member agencies.
- Form a Stakeholders Group of individuals and agencies with significant interest in the Coordinated Plan.
- Implement a formal Public Participation Process to engage the community at large.

To provide qualitative and quantitative data regarding the needs of underserved populations

- Provide demographic information of under-represented communities focusing on geographic patterns.
- Catalogue the number and function of organizations involved in addressing mobility and access issues within underserved communities.

To synthesize data into real-world recommendations for local agencies

- Determine stakeholder agencies' abilities to consolidate services and close service gaps.
- Incorporate and update analyses and recommendations from previous studies.
- Formulate strategies to address identified gaps in services.
- Prioritize resources for implementation.

Inventory

Section 2 (Inventory) reviewed demographic data from the 2010 Census to provide an understanding of where the underserved populations reside, followed by a list of various organizations dedicated to assisting and improving the quality of life for individuals of the three target populations (i.e., persons with disabilities, elderly and low income citizens). Demographic and spatial patterns are presented in Section 2 for each of these populations individually.

Analysis

Section 3 (Analysis) covered analysis from a transportation services questionnaire. The first questionnaire was conducted by the SMTC in 2008 to ascertain the conditions and needs of the local human services agencies, transportation agencies and governments involved in transportation. This same questionnaire was resent to upwards of one-hundred contacts to ascertain if any conditions have changed in the four year period. The SMTC survey indicated that perceived service gaps exist in the rural municipalities such as Elbridge, Fabius and Tully. Additionally, the major barrier identified from the transportation services questionnaire was cost. This cost barrier took two forms: costs to clients and costs to agencies. The last and likely largest barrier indicated by the transportation services questionnaire is an issue with coordination. When listing barriers, survey respondents indicated that they would like to see a county-coordinated centralized dispatch center. Multiple responses also indicated that many agencies are not willing to cost share.

Recommendations

Federal surface transportation authorizations have mandated that projects chosen to receive specific federal transit funds must be derived from a locally developed Coordinated Plan and further selected from a competitive selection process. Based on analyses

and input received throughout the course of the project, several strategies are recommended for implementation; a few of which include:

- Purchase accessible bus, van or taxi;
- A Mobility Management Center for scheduling and dispatching of various transportation trips;
- Maintenance and/or fuel consortiums;
- Expand hours of transportation services for persons with disabilities, low-income individuals, and the elderly;
- Shift agency trips to the regular transit route system, which operate on fixed-schedules along specific routes with vehicles stopping to pick up and deliver passengers to specific locations; and
- Expand paratransit service beyond the required ADA $\frac{3}{4}$ mile limit.

Section 4 contains a complete listing of recommendations developed for the Coordinated Plan. All recommendations contained within are considered priority projects for the SMTC MPA to improve the accessibility and mobility options for the transportation disadvantaged populations discussed throughout this document.

Section 1: Introduction

This document was developed by the Syracuse Metropolitan Transportation Council (SMTTC) for the SMTTC Metropolitan Planning Area (MPA). The SMTTC MPA is comprised of all of Onondaga County and portions of Oswego and Madison counties as depicted in Map 1. For more information on this organization, please refer to Appendix A.

Before discussing the inventory, analysis and recommendations for the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan), it is necessary to provide introductory material. First, background information for the Coordinated Plan’s creation is discussed, followed by the purpose statement of this document. The goals and methods used to achieve the document’s purpose are then described, followed by an outline of the process used to ensure community participation and inclusion of the public.

1.1 Context

This plan was first written at the directive of federal mandates in 2008, described below, but also builds upon previous documents created by the SMTTC over the past several years and recent transportation legislation requirements.

Surface Transportation Authorization and Federal Transportation Administration Mandates

The impetus for the Coordinated Plan originated with the 2005 passage of the federal transportation legislation: SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). This legislation required that all Metropolitan Planning Organizations (MPO) seek to “identify the transportation needs of individuals with disabilities, older adults, and people with low income, provide strategies for meeting those local needs, and

prioritizes transportation services for funding and implementation.” This mandate targeted the recurrent issue of overlaps, barriers and gaps in the services for these populations. This mandate also sought to unify Federal Transit Administration (FTA) programs, specifically the following three programs:

1. Section 5310 – Elderly Individuals and Persons with Disabilities
2. Section 5316 – Job Access and Reverse Commute (JARC)
3. Section 5317 – New Freedom

Furthermore, the federal legislation required that applicants for any of these three programs prove that their services follow the recommendations or intent of the Coordinated Plan and that projects be derived from a competitive selection process, which is described in more detail in the following sections.

The SAFETEA-LU language was further expanded and clarified through the Circular FTA C 9045.1, produced by the FTA. In chapter V of this circular, it is specified that a Coordinated Plan must include the following four components:

1. An assessment of available services that identifies current transportation providers (public, private, and non-profit);
2. An assessment of needs for individuals with disabilities, older adults, and people with low incomes;
3. Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing strategies and/or activities identified.

On July 6, 2012 President Obama signed into law the Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 is the current federal surface transportation authorization, which repealed the Section 5316 and Section 5317 programs. However, the activities previously associated under these two programs are now contained under the Urban Area Formula (Section 5307) in the case of JARC and the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) for New Freedom. Although the Section 5316 and Section 5317 programs no longer exist, MAP-21 continues the necessity of ensuring programs and projects that receive federal transit assistance adhere to the activities recommended in a Coordinated Plan. Details of these FTA programs can be found in Appendix B.

Foundation Documents

Prior to the compilation of the Coordinated Plan, the SMTC created both the Regional Mobility Action Plan (ReMAP) document as well as the JARC plan. ReMAP identified many gaps in transportation services for underserved populations and provided a list of recommendations. Subsequent to the release of ReMAP, the SMTC produced the JARC plan. This document focused on commuting patterns, especially those of low-income individuals. While much of the analysis and recommendations from these two documents are relevant, they did not comprehensively look at the needs of the region's underserved populations specified by the FTA for inclusion in a Coordinated Plan.

1.2 Purpose Statement

The purpose of the Coordinated Plan is to improve services for underserved populations through (1) identifying gaps and overlaps in service and (2) providing prioritized recommendations for service improvements. Service improvements will be specific to Onondaga County and parts of Oswego and Madison Counties. Underserved populations, for the purpose of this plan, are defined as people with disabilities, low to moderate income citizens, and the elderly community.

1.3 Goals and Process

To meet federal requirements, this document adheres to the following three goals developed by the SMTC, with corresponding tasks for accomplishing each goal.

To raise public awareness of the Coordinated Plan and encourage representation of invested parties in its compilation

- Create a Study Advisory Committee comprised of SMTC member agencies.

- Form a Stakeholders Group of individuals and agencies with significant interest in the Coordinated Plan.
- Implement a formal Public Participation Process to engage the community at large.

To provide qualitative and quantitative data regarding the needs of underserved populations

- Provide demographic information of under-represented communities focusing on geographic patterns.
- Catalogue the number and function of organizations involved in addressing mobility and access issues within underserved communities.

To synthesize data into real-world recommendations for local agencies

- Determine stakeholder agencies' abilities to consolidate services and close service gaps.
- Incorporate and update analyses and recommendations from previous studies.
- Formulate strategies to address identified gaps in services.
- Prioritize resources for implementation.

1.4 Community Participation

Public engagement is critical to the success of any planning process. To this end the SMTC created two groups to oversee the creation of

the plan involving planning professionals and interested individuals that represent larger underserved populations.

Study Advisory Committee

This committee included representatives from Aurora of Central New York, the Central New York Regional Transportation Authority (CNYRTA), City of Syracuse, Enable, New York State Department of Transportation, Onondaga County (Departments of Aging & Youth and Social Services) and the Syracuse-Onondaga County Planning Agency. The committee met throughout the project and provided direct input and guidance to the creation of the Coordinated Plan. Appendix C includes a list of SAC members.

Stakeholders Group

This less formal group consisted of individuals with significant interest in the Coordinated Plan. Members were kept apprised of pertinent developments to the plan as well as notified of funding opportunities. Questionnaires were also mailed to these individuals to provide specific information toward the update of the Coordinated Plan, as well as provide general recommendations. A listing of the stakeholders group can be found in Appendix D, along with a copy of the questionnaire in Appendix E.

Public Meetings

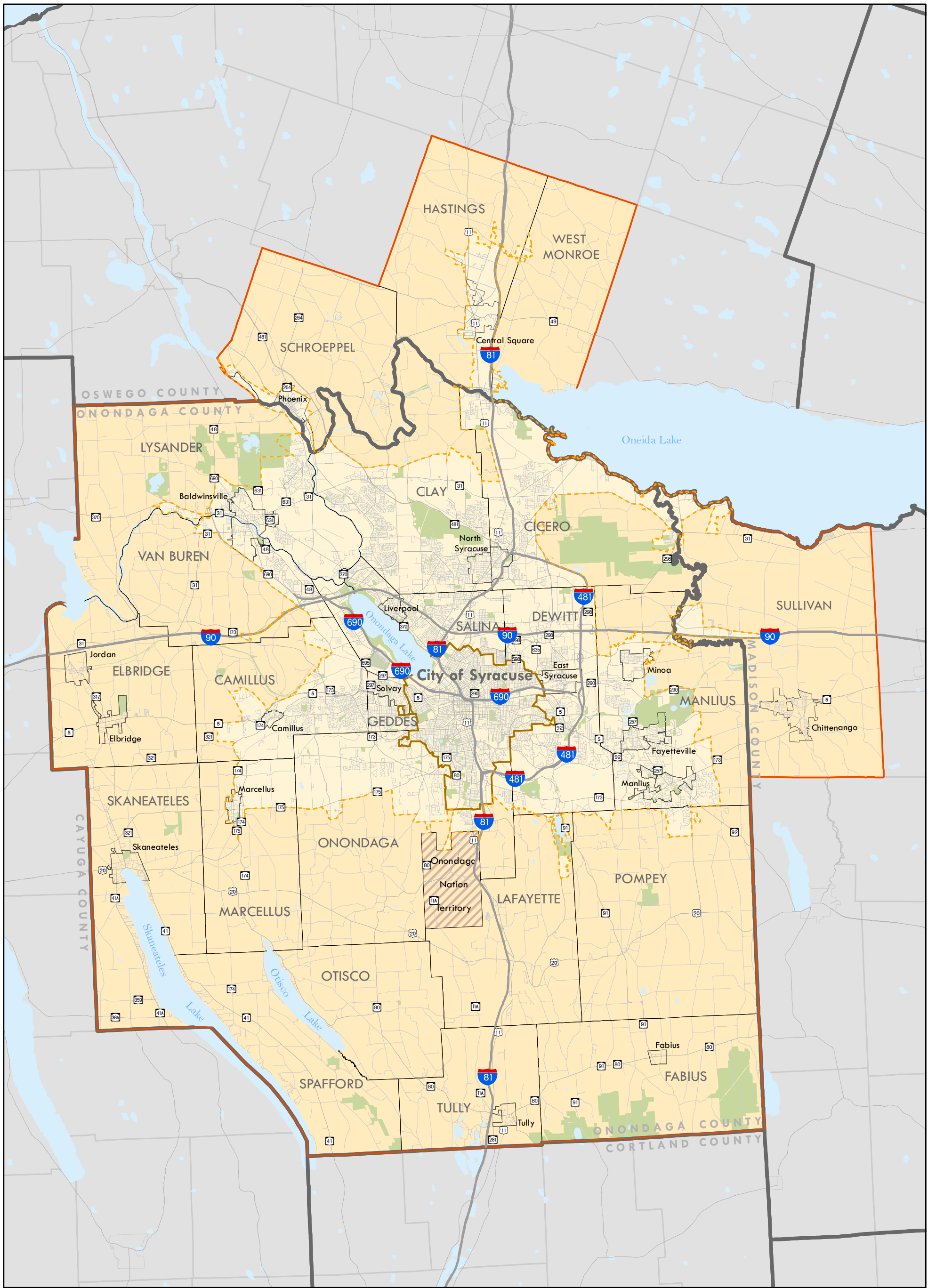
During the development of the initial Coordinated Plan, various public meetings were held to determine public input from the public at large.

The first public meeting was held in October 2007. This meeting allowed the opportunity for the agency to present the interim Coordinated Plan, which was used for the first competitive selection process, to the public. Applicants were invited to share their proposed project(s) with the public at this meeting prior to the Coordinated Plan Review Team making their selection decisions.

The second meeting was held in October 2008 at the “Accessible Transportation - The Bus Stops Here!” travel training and orientation workshop at the CNYRTA office. The Accessible Transportation Advisory Council (discussed later in the document) and Centro, a CNYRTA company, sponsored the one-day event on Centro and other related community services for the local human service agencies. Similar to the October 2007 meeting, staff highlighted work associated with the Coordinated Plan and its relevance to the human service agencies present.

The third public meeting was held in November 2008. Staff shared with attendees various strategies developed for inclusion in the Coordinated Plan to improve transportation services for underserved populations.

Since 2008, staff has spoken at and with various organizational meetings about the Coordinated Plan and its associated activities. Additionally, this updated plan was posted for public review on the SMTC web site. The stakeholder group was sent direct communication announcing the review process.



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Data Sources: SOCPA, NYSDOT, 2011
Prepared by SMTC, 11/2013

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Miles

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- Legend**
- Interstates
 - Major Roads
 - Local Roads
 - County Boundary
 - Village
 - Town
 - City of Syracuse
 - Water features
 - Parks
 - Proposed Urban Area (pending approval)
 - SMTC MPA
 - Onondaga Nation Territory

Section 2: Inventory

This section reviews the demographic data from the US Census Bureau to provide an understanding of where the underserved populations reside. This data is followed by a list of organizations dedicated to assisting and improving the quality of life for individuals of these target populations. Finally, a comprehensive catalogue of the services is provided.

2.1 Demographic and Spatial Patterns

As previously noted, the Coordinated Plan addresses various mobility-management programs from the federal government. These programs each target a specific at-need population: people with disabilities, low income citizens, and the elderly community. Demographic and spatial patterns are presented for each of these populations individually. Much of the information was drawn from the SMTC's Long Range Transportation Plan, Environmental Justice Analysis and Title VI reports and other direct sources.

For each of the three populations, spatial patterns look at the relative concentration of each population. In order to map areas of demographic variables, a methodology was developed for locating areas of concentrations. These areas represent locations of high, medium and low concentrations for low income citizens, people with disabilities and the elderly. From this point, the analysis could geographically compare these areas of concentration with the locations of transit routes and other transportation services for determination of current status and gaps in service. Data for the low income population is drawn from the 2009 American Community Survey and the elderly population relies on information from the 2010 Census at the Census tract. Please note that at the time of writing, geographic data for persons with a disability was not available at a consistent level throughout the SMTC planning area.

Therefore, data is sourced and displayed from the 2000 Census unless otherwise noted.

With regard to people with disabilities and the elderly community, the total percentage of these populations for the MPA was determined.

Then the percentage of occurrence for

each Census Tract was

determined. These percentages

were then compared against the

total population percentage of the MPA and the following three categories were determined:

- Below Threshold: A specific population's percentage that is *less than* the MPA population percentage.
- Areas of Concentration: A specific population's percentage that ranges from the threshold to and including the 75th percentile.
- Areas of High Concentration: A specific population's percentage is above the 75th percentile.



Typical bus shelter
Image source: SMTC

For low income citizens, the Census Tracts were only given two determinations: low income tracts and moderate income tracts. These designations are determined by the federal government. Each population is discussed in more detail below. The Syracuse MPA is also unique compared to most other urbanized areas in New York because it includes a Native American Nation (the Onondaga Nation). Although it is a priority of the SMTC to include the Onondaga Nation in their planning activities, the Nation has often declined to participate in the SMTC's activities as an affirmation of their sovereignty. Please note that the data provided by the Census Bureau regarding the Onondaga Nation may include several inaccuracies. However, these data were determined to be the most reliable source of demographic information pertaining to the Nation that was available to the SMTC.

Demographic overview of the SMTC area

Relying on data from the 2010 Census, the total population of Onondaga County equates to 467,026. Additionally, the total population for the SMTC MPA once the areas of Oswego and Madison Counties are included is 504,568. According to the 2010 Census, fewer people have left the City of Syracuse over the last ten years than in previous years. In addition, Onondaga County on the whole over the last ten years has seen a slight increase (1.9%) in population.

Between 2000 and 2010 the City of Syracuse lost 1.5% of its population, while many surrounding towns within Onondaga County have shown increases. The following towns grew by more than 10% since 2000: Lysander (12.8%), Cicero (13.0%), and Pompey (15.0%). The Town of Onondaga showed an increase of nearly ten percent (9.7%), in its population over the last ten years, and the Town of

Hastings grew by 7.3%. The towns of Camillus, Van Buren and DeWitt saw increases between 4% and 7% in their populations.

The following areas lost population greater than 1 percent between 2000 and 2010: Clay (-1.0%), Elbridge (-2.8%), Geddes (-3.5%), Marcellus (-1.7%), Onondaga Nation (-68%), Skaneateles (-1.6%) and, West Monroe (-4.0%).

**Total Population Change for Towns & City within the SMTC MPA
2000 to 2010**

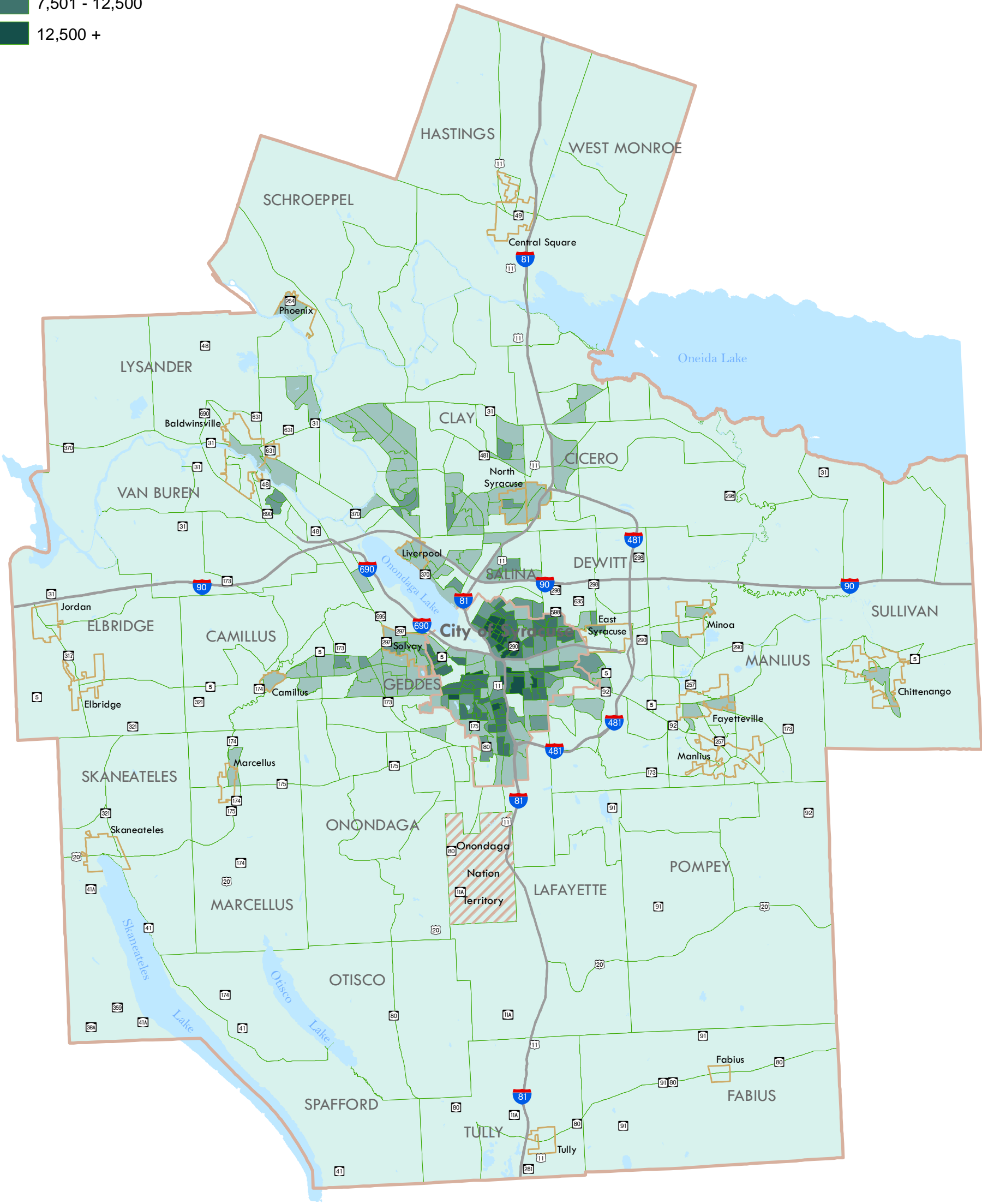
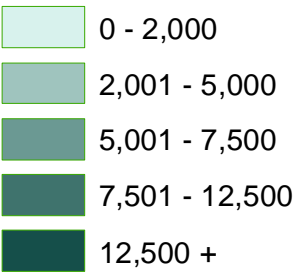
Geographic Area	2000 Census	2010 Census	Percent Change
Onondaga County	458,336	467,026	1.9
Camillus	23,152	24,167	4.4
Cicero	27,982	31,632	13.0
Clay	58,805	58,206	-1.0
DeWitt	24,071	25,838	6.8
Elbridge	6,091	5,922	-2.8
Fabius	1,974	1,964	-0.5
Geddes	17,740	17,118	-3.5
LaFayette	4,833	4,952	2.5
Lysander	19,285	21,759	12.8
Manlius	31,872	32,370	1.6
Marcellus	6,319	6,210	-1.7
Onondaga	21,063	23,101	9.7
Onondaga Nation	1,473	468	-68.2
Otisco	2,561	2,541	-0.8

Pompey	6,159	7,080	15.0
Salina	33,290	33,710	1.3
Skaneateles	7,323	7,209	-1.6
Spafford	1,661	1,686	1.5
Syracuse	147,306	145,170	-1.5
Tully	2,709	2,738	1.1
Van Buren	12,667	13,185	4.1
Hastings (Osw Co)	8,803	9,450	7.3
Schroepel (Osw Co)	8,566	8,501	-0.8
Sullivan (Osw Co)	14,991	15,339	2.3
West Monroe (Osw Co)	4,428	4,252	-4.0

Source: 2000 & 2010 US Census, SMTC

Map 2 shows the regional population distribution using population density (people per square mile of land area) data from the Census 2010. Onondaga County is the most populous county in Central New York, with the City of Syracuse as its traditional city core, surrounded by suburban and rural towns, villages and hamlets. As represented by SMTC's Urban Area boundary, the most populated areas of Onondaga County continue to be in the City of Syracuse and nearby towns to the north and east.

Persons Per Square Mile

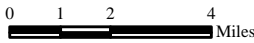


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Data Sources: SMTC, NYSDOT 2011
2010 Decennial Census Block Group Data
Prepared by SMTC, 12/2013

Population Density
MPA



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Legend

- Interstates
- City of Syracuse
- Village
- Onondaga Nation Territory

Age Distribution

Population Change by Age Group, 2000 to 2010

Ages 65 to 69

From 2000 to 2010, the population from ages 65 to 69 increased slightly in Onondaga County, going from 3.6% to 3.9%. This reflected a similar upward trend for this age group in New York State (3.5% to 3.9%) and in the United States (3.4% to 4%). This age group also increased in the towns of Onondaga County (3.9% to 4.4%), while decreasing in the City of Syracuse (3% to 2.9%).

Ages 70 to 79

Statewide, the population age 70 to 79 fell by 6%. In Onondaga County, this population group declined by 13% and in the City of Syracuse it shrank by 34%. Several towns had large increases in this population group, including Pompey, Fabius, Tully and Lysander (53%, 30%, 30% and 25%, respectively).

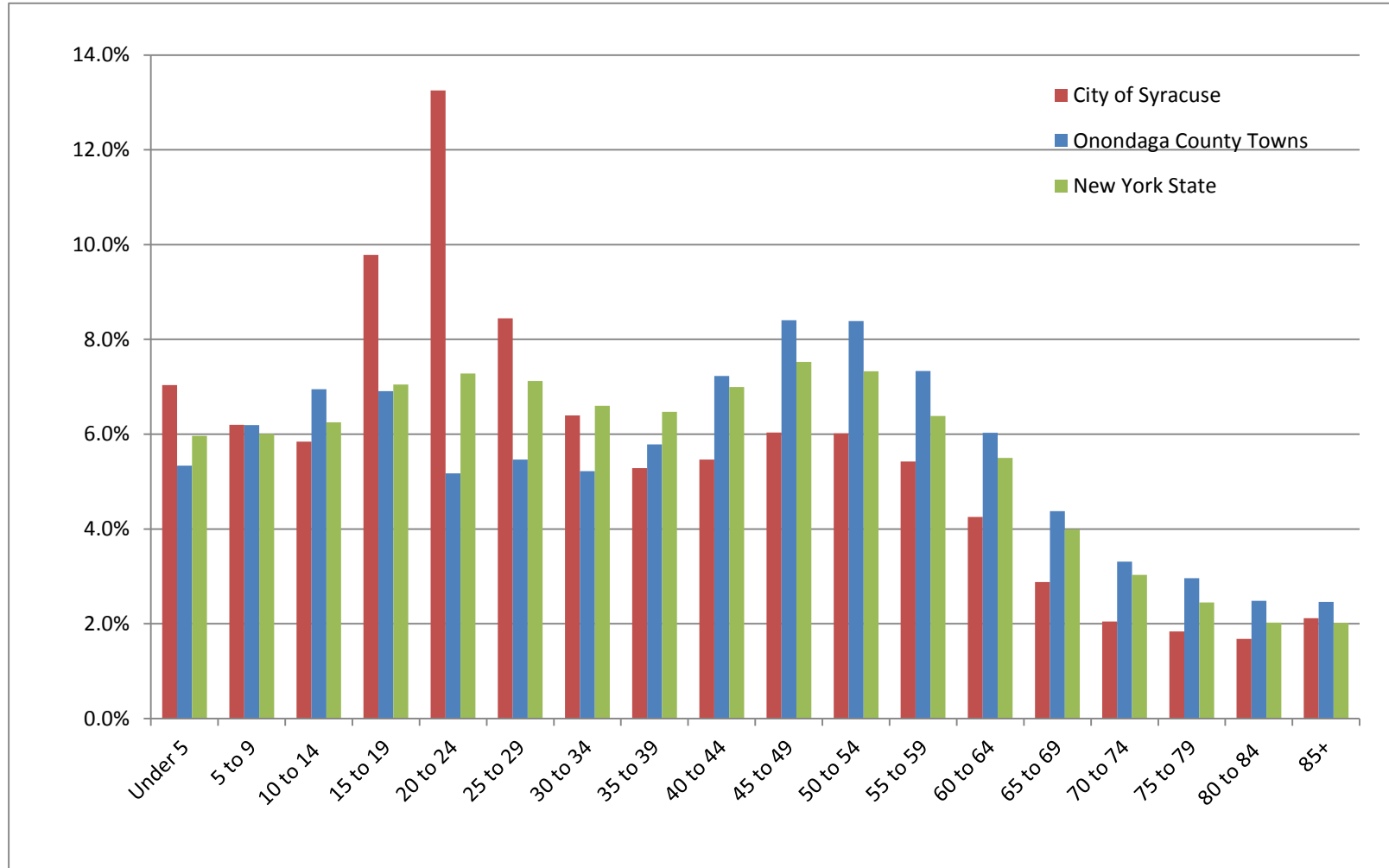
Ages 80 and Above

The population age 80 and above increased substantially in Onondaga County from 2000 to 2010 and by very high rates in some towns (as high as 91% in the Town of Lysander, although it should be noted that these proportional increases represent fewer than 500 people in most cases). At the same time, the population in this age group fell by 12% in the City of Syracuse.

This suggests that the challenge of providing public transportation to senior citizens will continue to pose a problem to transportation operators. Seniors generally have a greater reliance on public transportation and are more likely to have limited mobility than other parts of the population. With more seniors in low density suburban towns, rather than urban areas more conducive to

efficient public transit, creative approaches to serving this population may be needed in the future. See table below for a comparison of population by age group in the towns of Onondaga County, the City of Syracuse and New York State as a whole.

Proportion of Population by Age Group in Onondaga County Towns, City of Syracuse and New York State, 2010



Source: Census Bureau

Persons with Disabilities

A person with a disability is defined by the US Census Bureau as per the 2000 Census as an individual with a “long-lasting physical, mental, or emotional condition.” They continue by explaining that this condition “can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.” In the Syracuse MPA, this population comprises 18% of the total population according to data from the 2000 Census. Following the parameters above, Tracts with less than 18% people with disabilities are considered low concentration areas. Conversely, Tracts with over 22% people with disabilities are considered high concentration areas. Medium concentration areas occur when 18% to 22% of the population are people with disabilities. According to the 2008-2010 American Community Survey (ACS) 3-year estimate, Onondaga County contains a percentage of persons with a disability at 11.4%. The ACS definition covers six disability types and the “impacts those conditions might have on basic functioning.”¹ The six types are hearing, vision, cognitive, ambulatory, self-care and independent living difficulties.

Overall, people with disabilities can be found throughout the MPA; please refer to Maps 3 and 4. However, it becomes apparent that concentrations of people with disabilities are found mainly within the City of Syracuse, with a few outlying concentrations correlating to the locations of larger elderly community facilities in Onondaga County. These areas of concentration are both within and outside of the urbanized area. This shows that there is a geographically disperse population of persons with a disability, all who may need access to transportation services.

¹ <http://www.census.gov/people/disability/methodology/acs.html>

Accessed 12/4/2012

The Elderly Community

The elderly community, for the purposes of the Coordinated Plan, consists of individuals at or over the age of 65 (Maps 5 and 6). However, it should be noted that federal policies allow individual organizations some flexibility in defining this value. As a whole, the elderly community constitutes 13% of the total population within the SMTC planning area. This sets the concentration threshold at Census Tracts with a range from 13% to 18% of elderly individuals. Tracts with over 18% of elderly individuals are considered high concentration areas. While individuals with disabilities and low income citizens trended toward the urban core with a few outliers, this is not the pattern with the elderly community. With regard to high concentration areas, very few are contiguous. These isolated areas of high concentration are strongly correlated to the location of large senior living facilities.

Low Income Citizens

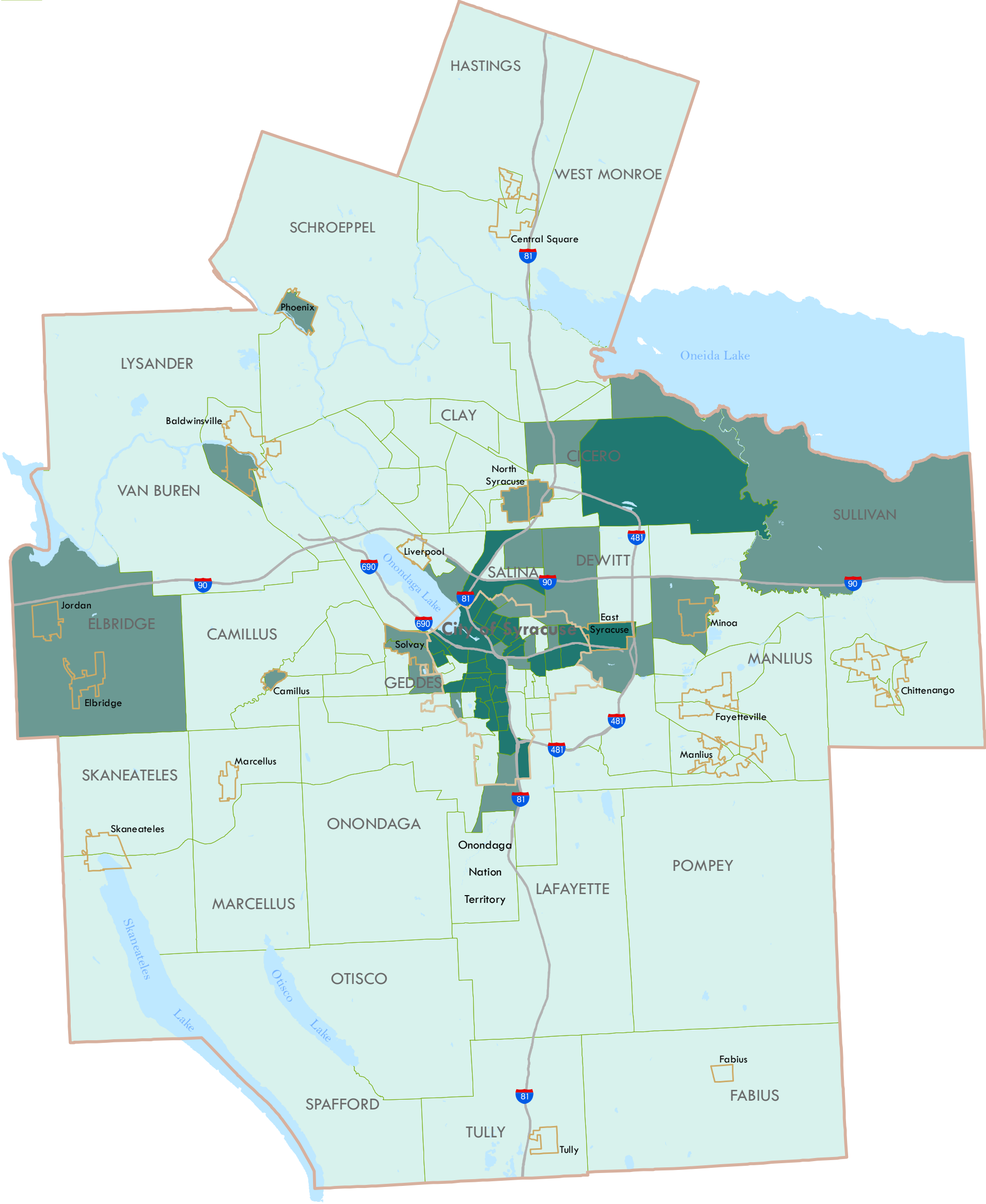
Low income status is not defined by the individual, but by a household’s total income. If a household earns substantially less than the area median, the citizens of that household are considered in poverty. Specifically, a household earning less than 80% of the median income is considered having moderate income, while households earning less than 50% are considered having low income. Within the Syracuse MPA, the median household income is \$49,842, thereby designating the moderate and low income thresholds at \$39,874 and \$24,921 respectively. These thresholds are determined by the federal Housing and Urban Development Department. For the purposes of the Coordinated Plan, median household income for a given Census Tract will determine the overall income level of that area.

While one-third of the Census Tracts in the MPA contain low to moderate incomes (51 out of 149), these areas are clustered in the urban core of the planning area, particularly in the City of Syracuse. There are also some concentrations outside the urban core where


large settlements of mobile homes and apartment complexes are present (i.e., the Town of Clay) and where large elderly community facilities are located. Please refer to Maps 7 and 8.

Concentrations of Persons with Disability

- Tracts with 6% to 18% Persons with Disability
- Tracts with 18% to 22% Persons with Disability
- Tracts with 22% to 39% Persons with Disability



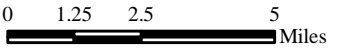

Note:
1) Percentage cutoff values were determined by taking the lowest tract percentage of persons with disability to the median, or 50th percentile (6% to18%); the median tract percentage to the 75th percentile (18% to 22%); and from the 75th percentile to the highest tract percentage (22% to 39%).
2) Data is for persons ages 5 and above.



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Concentrations of Persons with Disability

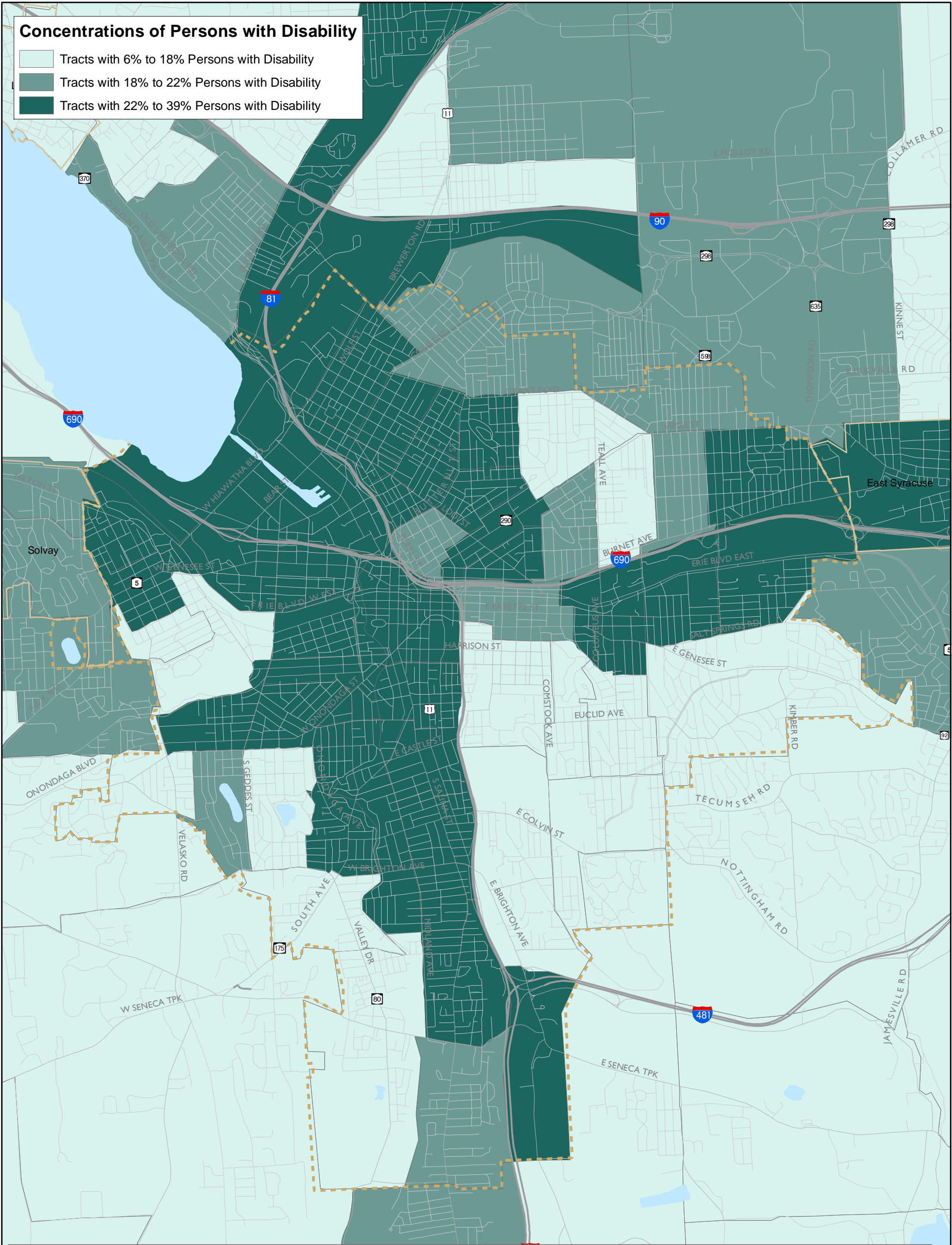
MPA



This map is for presentation purposes only.
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Legend

- Interstates
- Village
- City of Syracuse
- SMTC MPA



Notes:
1) Percentage cutoff values were determined by taking the lowest tract percentage of senior citizens to the 50th percentile, or median (6% to 18%); the median tract percentage to the 75th percentile (18% to 22%); and from the 75th percentile to the highest tract percentage (22% to 39%).
2) Data is for persons ages 5 and above.



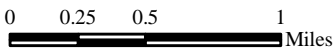
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Data Sources: SMTC, NYSDOT, 2011;
2000 Decennial Census Tract Data
Prepared by SMTC, 12/2013

Concentrations of Persons with Disability

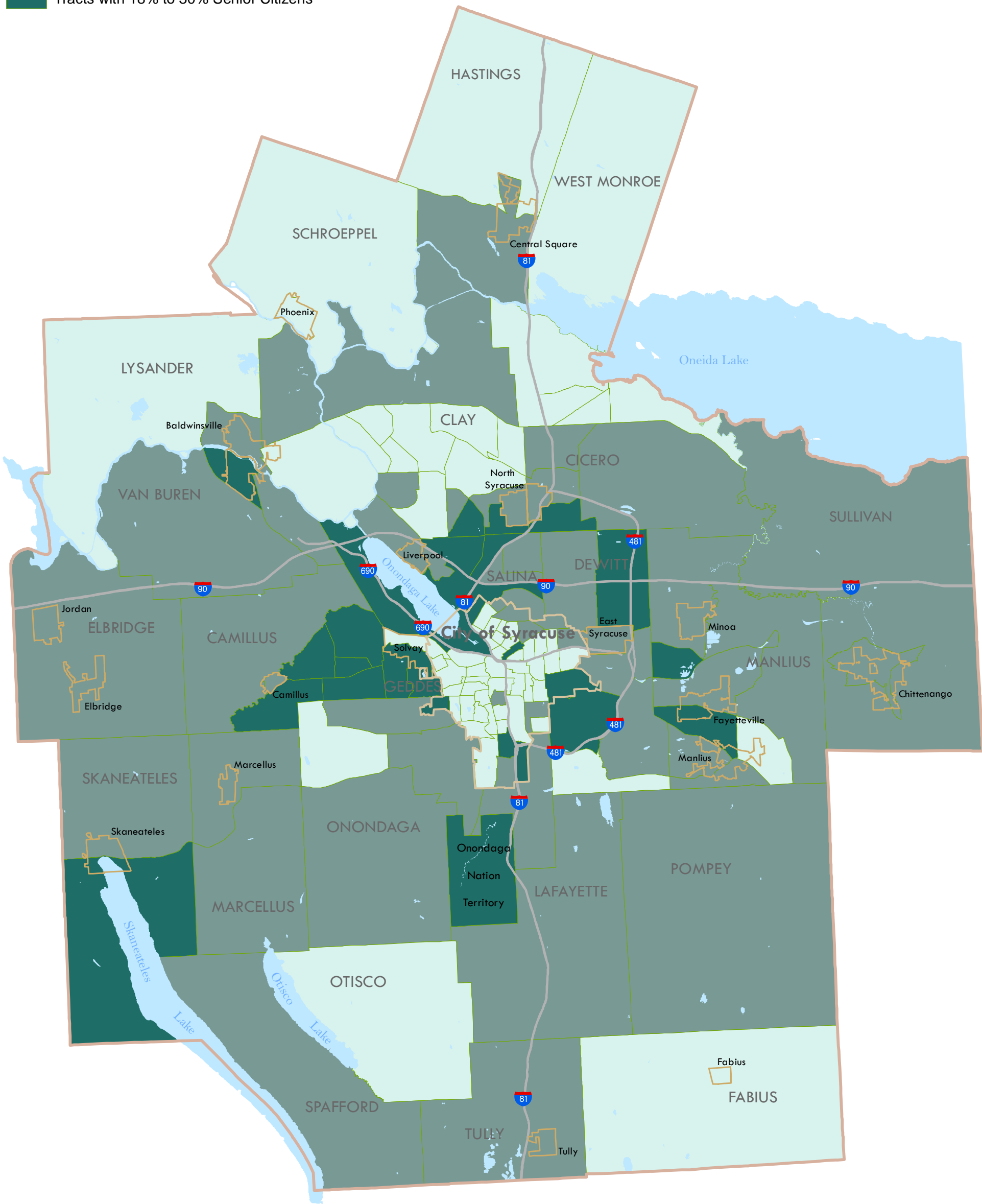
City of Syracuse




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The SMTC does not guarantee the accuracy or completeness of this map.

- Legend
- Interstates
 - Major Roads
 - Local Roads
 - Village
 - City of Syracuse


- Senior Citizen Concentrations
- Tracts with 0% to 13% Senior Citizens
- Tracts with 13% to 18% Senior Citizens
- Tracts with 18% to 30% Senior Citizens



Note:
Percentage cutoff values were determined by taking the lowest tract percentage of senior citizens to the 50th percentile, or median (0 to 13%); the median tract percentage to the 75th percentile of all tract percentages (13% to 18%); and the 75th percentile to the highest tract percentage (18% to 30%).



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MPA

01.252.55

Miles

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Legend

Interstates

Village

City of Syracuse

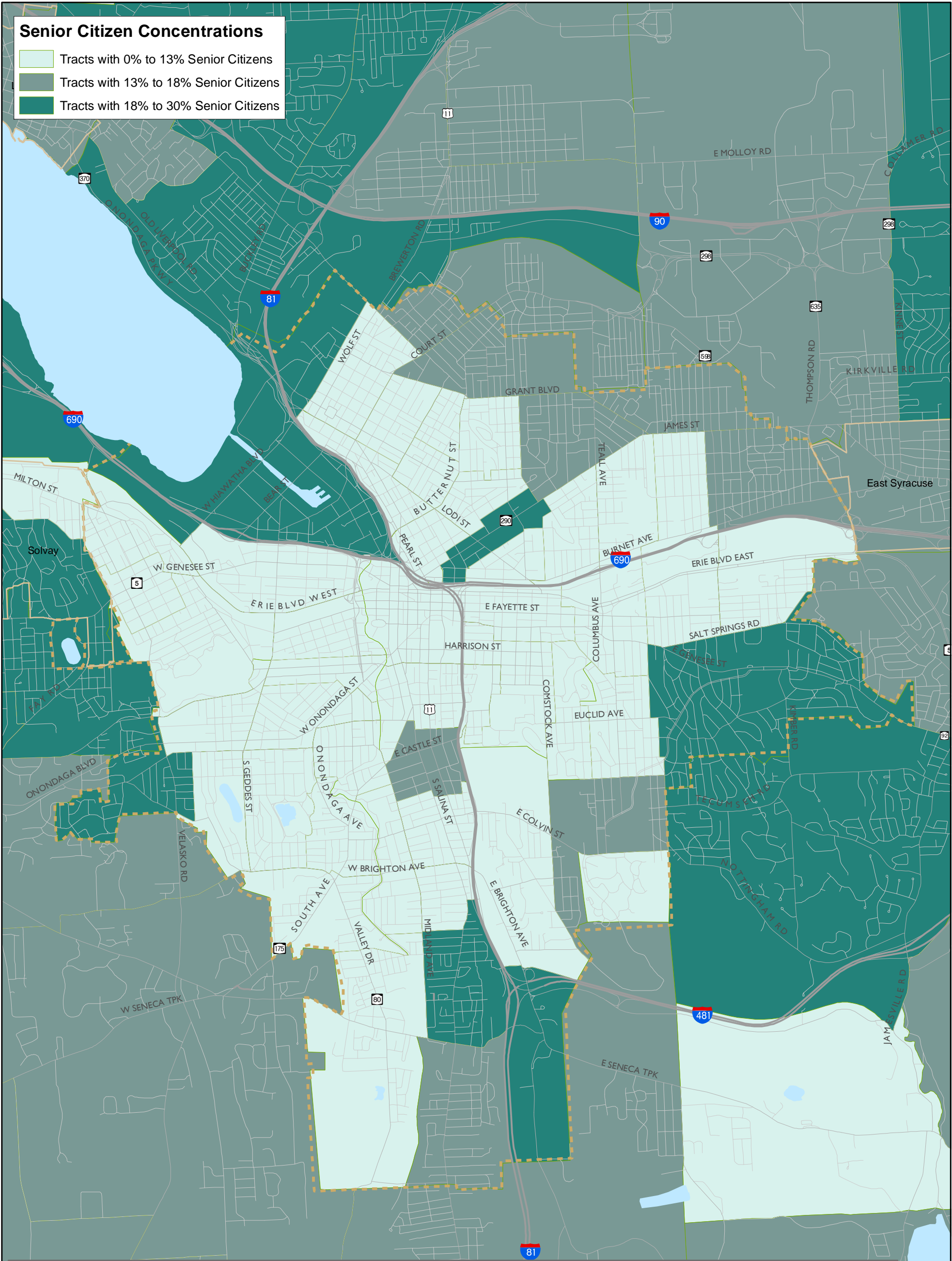
SMTC MPA

Senior Citizen Concentrations

Tracts with 0% to 13% Senior Citizens

Tracts with 13% to 18% Senior Citizens

Tracts with 18% to 30% Senior Citizens



Note:
Percentage cutoff values were determined by taking the lowest tract percentage of senior citizens to the 50th percentile, or median (0 to 13%); the median tract percentage to the 75th percentile of all tract percentages (13% to 18%); and 75th percentile to the highest tract percentage (18% to 30%).



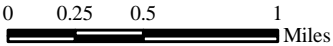
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Data Sources: SMTC, NYSDOT, 2011;
2010 Decennial Census Tract Data
Prepared by SMTC, 12/2013

Senior Citizen Concentrations (Ages 65 and above)

City of Syracuse

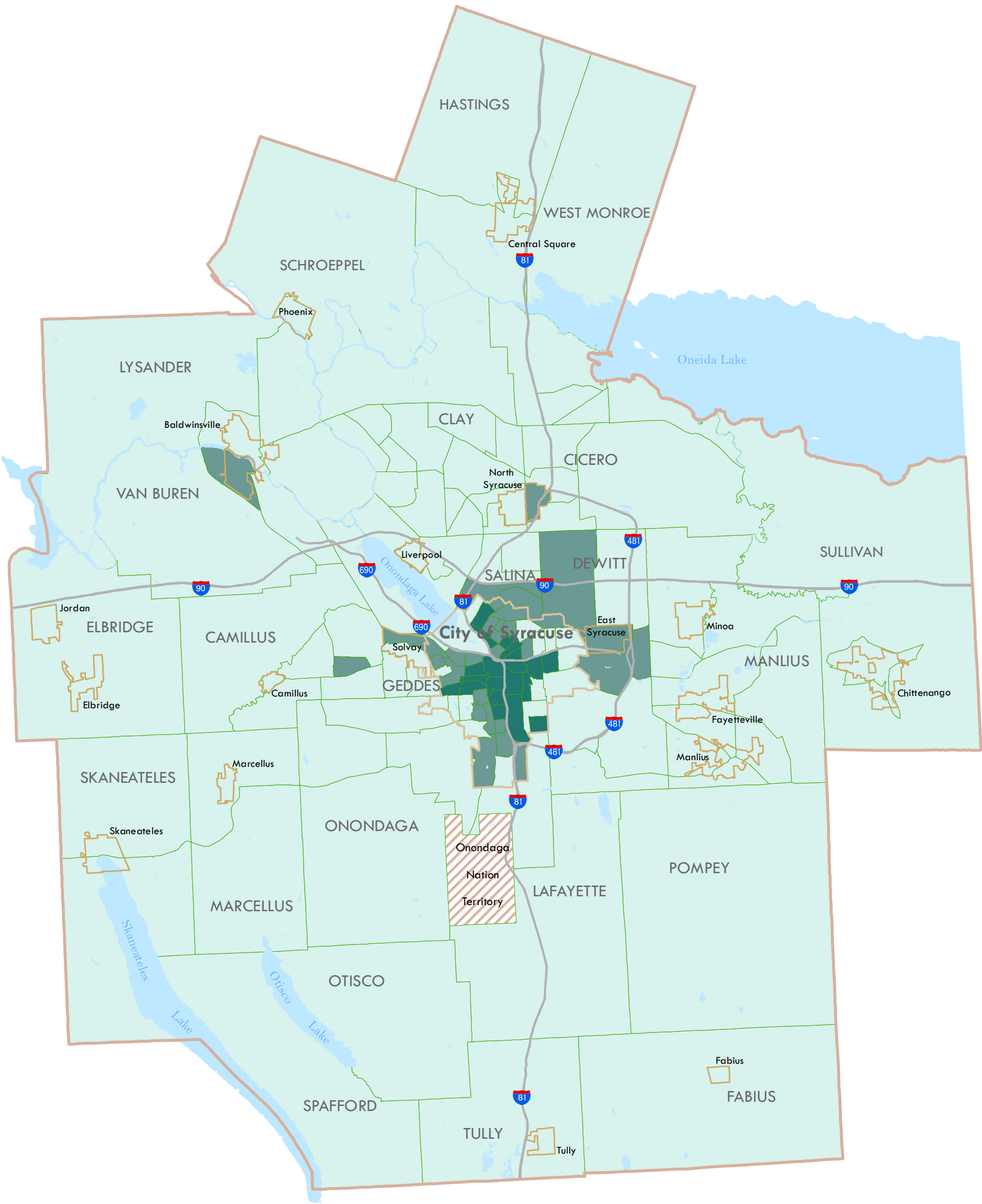


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- Legend**
- Interstates
 - Major Roads
 - Local Roads
 - Village
 - City of Syracuse

Median Household Incomes

- \$9,172 - \$24,921 (Lowest tract median income to 50% of the average MPA median income)
- \$24,922 - \$39,874 (From 50% of the average MPA median income to 80% of the average MPA median income)
- \$39,875 - \$116,250 (From 80% of the average MPA median income to the highest tract median income)



Note: The average median household income for the MPA (excluding the Onondaga Nation), according to 2009 American Community Survey Data, is \$49,842.



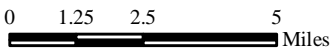
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Data Sources: SMTC, NYSDOT, 2011;
2009 5-Yr ACS Data
Prepared by SMTC, 12/2013

Median Household Incomes

MPA

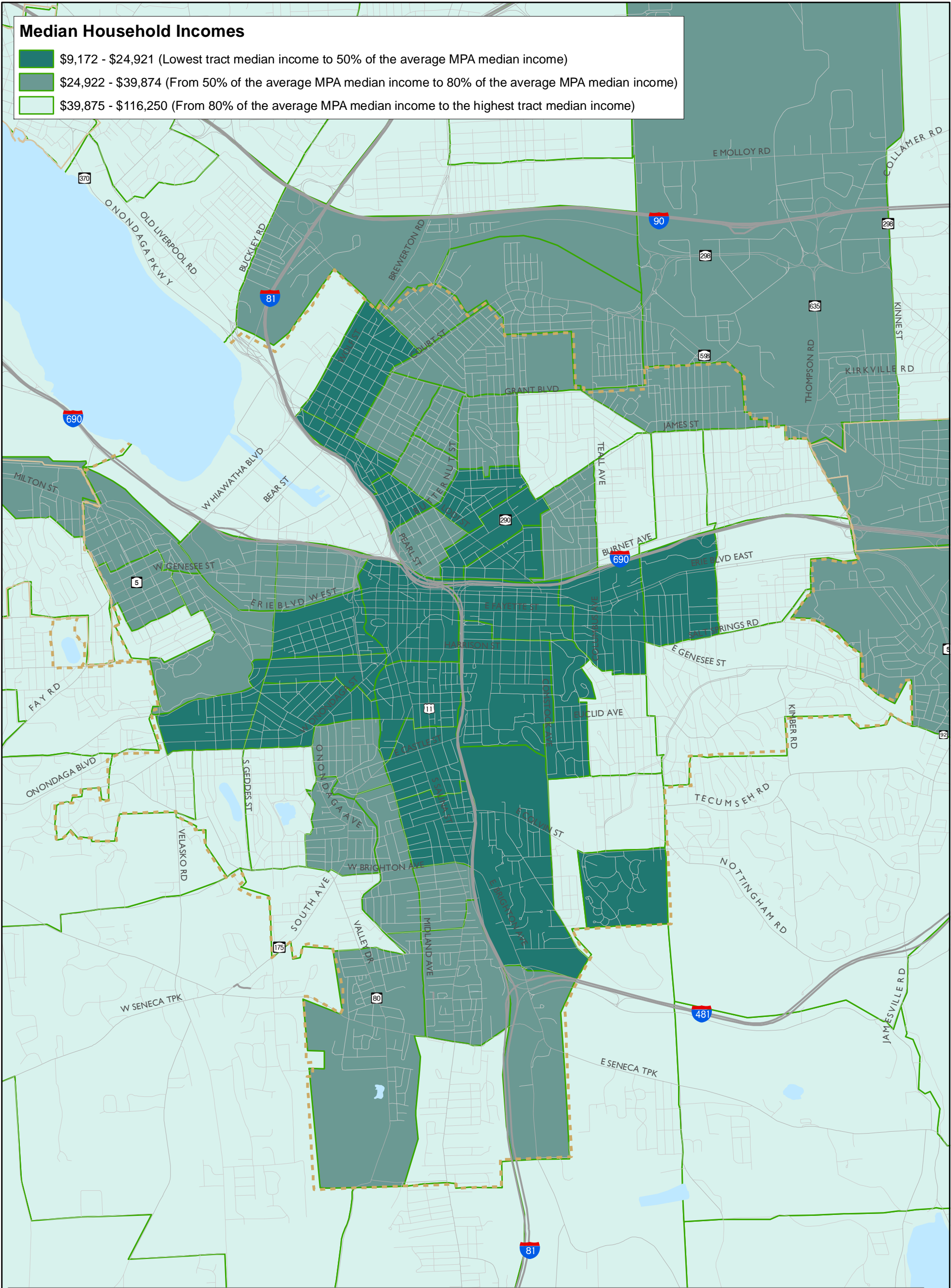


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- Legend
- Interstates
 - City of Syracuse
 - Village
 - SMTC MPA
 - Onondaga Nation Territory (No Data)

Median Household Incomes

- \$9,172 - \$24,921 (Lowest tract median income to 50% of the average MPA median income)
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- \$39,875 - \$116,250 (From 80% of the average MPA median income to the highest tract median income)



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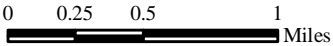
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Data Sources: SMTC, NYSDOT, 2011;
2009 5-Yr ACS Data
Prepared by SMTC, 09/2012

Median Household Incomes

City of Syracuse



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- Legend
- Interstates
 - Major Roads
 - Local Roads
 - Village
 - City of Syracuse
 - Onondaga Nation Territory

2.2 List of Organizations

Onondaga County and the surrounding areas of the SMTCC MPA are fortunate to have many human services and transportation providers. The majority of these agencies are listed as follows:

Government Agencies

- CNYRTA (Centro Call-a-Bus)
- Department of Veterans Administration Medical Center
- Madison Transit System
- Onondaga County Department of Social Services
- Onondaga County Dept. of Adult & Long Term Care Services (formerly Aging & Youth)
- Oswego County Department of Social Services

Not-for-Profit Corporations

- AIDS Community Resources
- Alzheimer's Association
- American Red Cross
- Arc of Onondaga
- Area North Transportation Services
- ARISE, Inc.
- Aurora of Central New York
- B'Ville Express
- Boys and Girls Clubs of Syracuse
- Canton Woods Senior Center
- Catholic Charities of Onondaga County
- Christopher Community
- Community Options NY, Inc.
- Contact Community Services
- CNY Works
- DeWitt FISH
- Disabled American Veterans Transportation
- Dunbar Center



- Ecumenical Council of Minoa-Bridgeport-Kirkville
- Elmcrest Children's Center
- Enable
- Fayetteville-Manlius FISH
- Food Bank of Central New York
- Girl Scout Council of CNY
- Huntington Family Centers, Inc.
- Jewish Community Center of Syracuse, Inc.
- JOBSplus! Inc.
- Jordan Elbridge Express Transportation
- LaFayette/Tully FISH P.E.A.C.E. Inc.
- Laker Transportation Project, Inc
- Loretto Independent Living Services / PACE CNY
- March of Dimes
- Northeast Community Center
- P.E.A.C.E. Transportation Dept.
- Project R.O.S.E./Catfish
- Onondaga Case Management
- Oswego Opportunities

Call-A-Bus accessible vehicle
Image source: Centro

- Rescue Mission Alliance
- Salvation Army
- Skaneateles FISH
- Smart Senior of CNY
- Southwest Community Center
- St. Camillus Health & Rehabilitation Center
- Syracuse Brick House
- Syracuse Jewish Family Services
- Vera House
- Vivian Teal Howard Residential Health Care Facility
- Women's Opportunity Center



Image source: St. Camillus

For-Profit Companies

- A&E Transportation Services
- Abby's Dispatch Services, Inc.
- ABLE Medical Transportation, Inc.
- Absolute Delivery/Lembo's
- Adam's Apple Services, Inc.
- ADAPT
- Affordable Medical Transportation
- All Metro Healthcare
- A-Medical Escort & Taxi
- Baldwinsville Taxi
- Band Aid Personal Care Service
- Best Comfort Care
- Birnie Bus
- Blue Chip Transportation
- Camillus Area Transport
- City Taxi
- Consortium for Children's Services
- CONTACT Community Services
- CS Taxi
- Dependable Taxi
- Empire DM, Inc.
- First Transit
- First Student
- Going Places Transportation
- Jacques Zenner
- Lanpher's Taxi
- Liberty Resources
- Liverpool Transport
- M&M Transport
- Mark's Transportation
- Murphy Taxi
- On Time Cab
- RB Transport
- RSVP Program
- Rural Metro
- Rzan Medical Transportation
- Salt City Taxi
- Speedy Medical Transportation
- Star Travel

- Suburban Medical Transportation
- TLC Medical Transportation
- Transitional Living Services
- Yellow Cab Co.

Coordinating Groups / Roundtables

- Accessible Transportation Advisory Council
- United We Ride...Onondaga County Coalition

2.3 List of Available Services

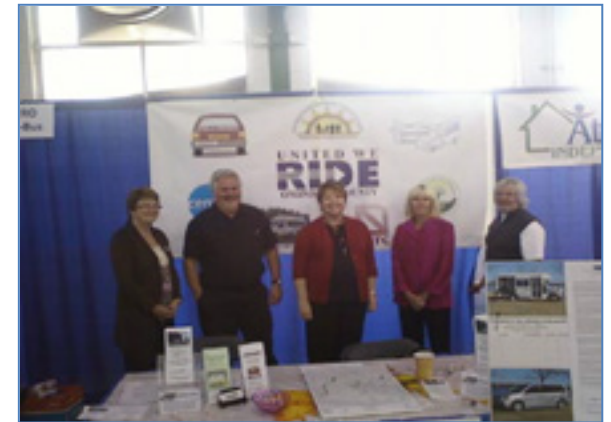
The Syracuse MPA is serviced by a variety of public and private transportation providers as noted in the list above. Services are provided throughout the entire area, with few gaps evident in the system. However, availability of public transportation to disadvantaged populations is a prime concern. Populations that may have little or no access to motor vehicle transportation rely on transit to increase their mobility. Transit must be comprehensive in its times of operation and locations served in order to best suit the population. Several options for public transportation are available in the Syracuse metropolitan area with differing scopes of operation.

Coordinating Groups

To facilitate the assessment of available services task as identified by the FTA as a required element of a Coordinated Plan, the SMTC collaborated with several local/community transportation task forces. The SMTC currently sits on two such community groups whose primary focus is to improve the transportation options for all persons, and remove any barriers associated with the travel network. The first transportation community group, the Accessible Transportation Advisory Council (ATAC) is a Centro formed council. The primary purpose of ATAC is to discuss Centro's paratransit service (i.e., Call-A-Bus) and ways in which the transit authority can improve the service to assist transportation disadvantaged persons

who utilize said service. The ATAC was formed in 2007 and is comprised of numerous advocacy groups and several social service agencies listed below:

- Centro;
- SMTC;
- Onondaga County Department of Aging & Youth;
- OCM-Boces;
- ARC of Onondaga;
- CNY Works;
- Arise;
- Aurora;
- Enable;
- PTAC (Public Transportation Advisory Committee); and
- Consumers of transportation services.

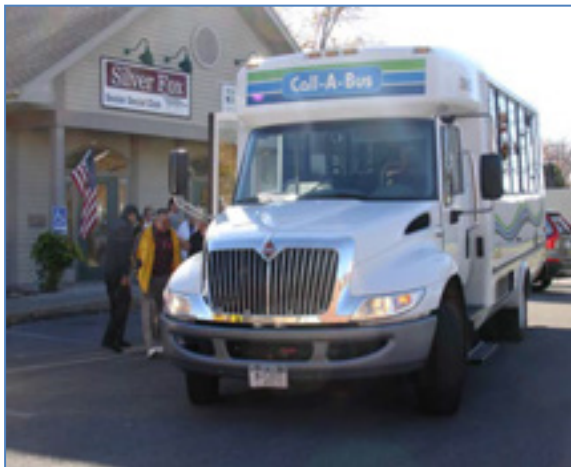


United We Ride...Onondaga County members
Image source: Onondaga County

The second community group was developed by the Onondaga County Department of Aging & Youth (i.e., United We Ride...Onondaga County) as part of a grant from the National Center on Senior Transportation (NCST). The Department was one of five communities selected throughout the country to receive NCST technical assistance to create, re-energize, or maintain senior transportation coalitions. The group first met in 2007 and continues to meet on an as needed basis.

Central New York Regional Transportation Authority

Centro, a subsidiary of CNYRTA operates the public transit system for Onondaga and adjacent counties. Centro operates fixed route transit systems including over 100 designated routes throughout the region. Maps 9 and 10 display the current fixed route service provided by Centro in the Syracuse MPA and the City of Syracuse. Many of these routes converge at a transit hub located in downtown Syracuse. From this hub, the routes diverge into various directions to serve localities throughout the area. Other routes provide service across towns or circulate through the suburbs without passing into Syracuse. Additionally, locations such as the region's many shopping centers, the Regional Transportation Center, and other outlying centers of activity serve as convergence points for transit routes.



In addition to the fixed route transit service, Centro operates demand responsive paratransit service (i.e., Call-A-Bus) to provide transportation options to the elderly and persons with disabilities who meet the criteria of the Americans with Disabilities Act (ADA). The ADA requires Call-A-Bus to serve the same

area and operate during the same hours and days as Centro bus routes. Call-A-Bus service will travel up to three-quarters of a mile on either

side of the Centro fixed bus routes. Service is not offered beyond this area by Centro.

Silver Fox Senior Day Center,
Baldwinsville, NY
Image source: Centro

Transportation Needs for Senior Citizens

According to the most recent information available, there are at least 140 facilities (not including traveling services for seniors such as meal delivery) that meet a variety of human needs at specific locations within Onondaga County². The Onondaga County Department of Aging and Youth indicates that they are aware of various difficulties in trying to meet the transportation needs of senior citizens. A major issue for many of their consumers is the lack of access to desired destinations using Centro's public transit buses or Centro's Call-A-Bus, the latter providing more individual curb-to-curb service. The Office for the Aging indicated that some of these accessibility issues are due to individual decisions by seniors regarding their place of residence. While some people may express frustration with the fact that public transit buses do not meet their needs, there is not always a recognition that living in a relatively isolated location that is removed from the public transit network is a self-created hardship.

Even for those living near the Centro fixed route bus network, accessibility can be a problem as a result of a lack of mobility due to physical limitations. In that environment, the client needs to rely on non-Centro based community transportation services, family and/or acquaintances; these alternatives may not always offer the exact type of support desired. According to recent Office for the Aging information, at least 25 transportation services providing access to general or specific destinations are available³. The list does not include church or other local services that may be available.

In addition to the transportation needs of seniors traveling from senior facilities to various destinations, it is possible that a need exists by those employed at the senior facilities for traveling to the

² Onondaga County Department of Aging & Youth, *Resources for Seniors and Long Term Care Services in Onondaga County*, 2007, pp 29-47.

³ Onondaga County Department of Aging & Youth, *Resources for Seniors in Onondaga County*, 2007, p. 50.

workplace. A few examples of senior facilities that are currently serviced by Centro include Brighton Towers, Bernadine Apartments, Iroquois Nursing Home, Loretto Geriatric Center, Onondaga Senior Apartments, Conifer Village, St. Mary's Apartments, Limestone Gardens, Redfield Village, Bennett Manor, James Square Apartments, Colonial Village, St. Camillus Health & Rehab, Bishop Ludden Apartments, Toomey Abbott Tower, Menorah Park, Van Duyn Hospital, and Villa Scalabrini. Some employees may not have access to an automobile and need to rely on public transit to reach the work site, or utilize a carpool arrangement if feasible.

The country is undergoing demographic changes, resulting in a larger aging population (including the aging baby boomer generation). This change is substantial in Onondaga County because of the dual factors of the aging population as well as a declining total population. Over a single generation, the number of those 65 and older in Onondaga County has more than doubled. In 1970, the total Onondaga County population was 472,835, of which 26,632 were 65 and over, or 5.6% of the population. By 2000, the Onondaga County population had declined to 458,336 and the number of those 65 and over had grown to 63,294, or 13.8% of the population.⁴ These data suggest that Onondaga County is facing conflicting changing conditions. While the portion of County resources available for non-mandated programs (Federal and State) is declining, due primarily to mandated Medicaid programs, the number of people who are becoming eligible for Medicaid assistance and the resulting cost is growing. Consequently, resources available for meeting other needs, such as non-Medicaid support for senior citizens, are shrinking.

Centro operates a senior transportation service in conjunction with the Call-A-Bus program and funded by the Onondaga County Department of Aging & Youth (i.e., Onondaga Senior Call-A-Ride).

⁴ U.S. Bureau of the Census, 1970 and 2000.

This coordinated rides service is provided to enrolled people age 60 and above, Monday through Friday, between 7am and 7pm. Riders are served using the same vehicles as Call-A-Bus thus maximizing vehicle capacity. Trips are limited to 4 round trips per month per enrollee, and based upon the level of grant funding available.

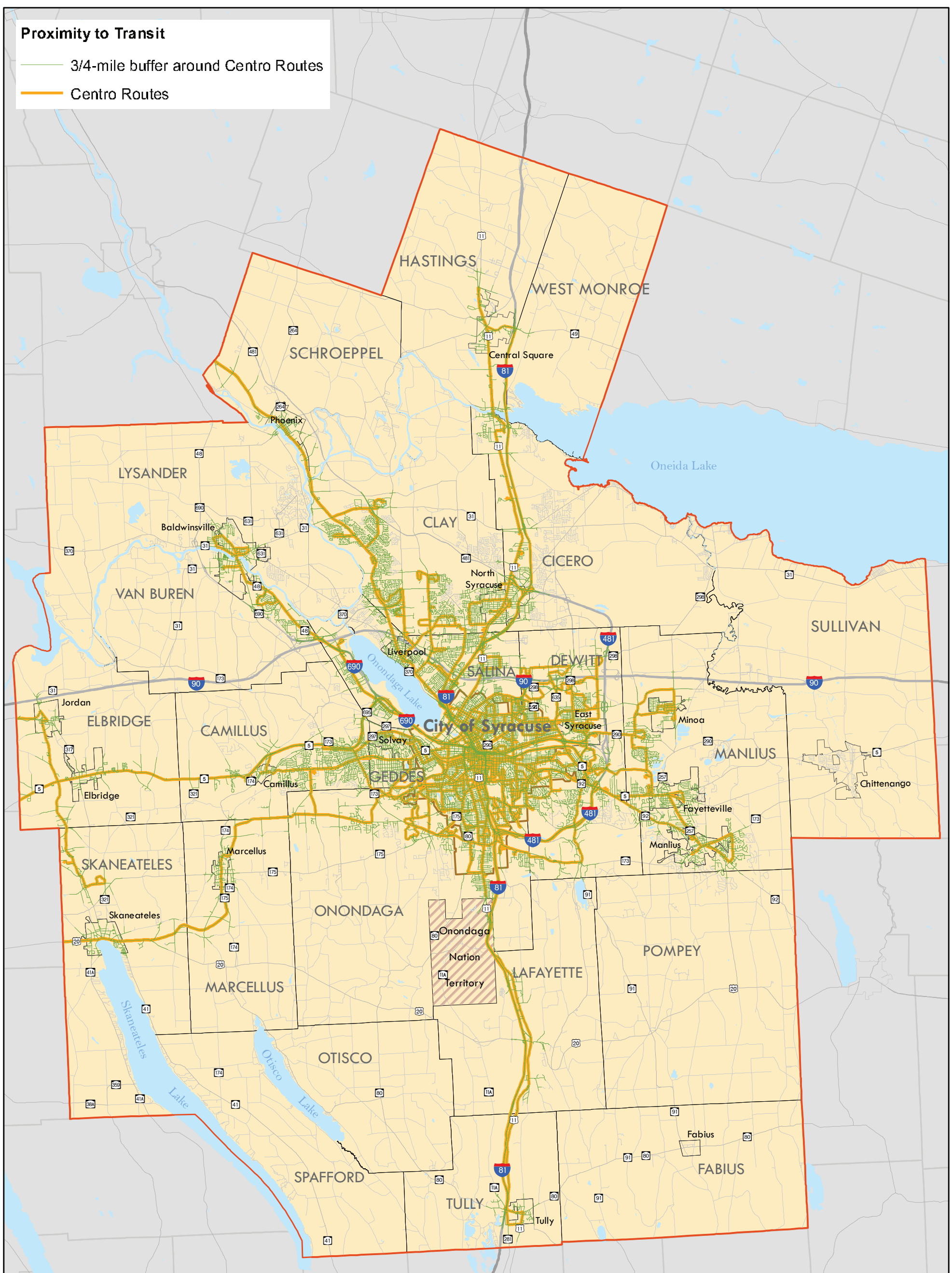
Many of Centro's and other service provider services directly serve or are adjacent to senior residential housing and common destinations. See Maps 11 and 12 for a comparison of senior center facility locations and transit routes. As depicted, there are numerous facilities which lie outside of the immediate Centro transit route system and the three quarter mile, ADA minimum Call-A-Bus service area. Many of these facilities are located in the rural areas of Onondaga County where it is not feasible, strictly from a ridership perspective, to modify the existing route structure to serve these locations. However, as indicated, these areas may also be served by the 25 plus entities found in the Office for the Aging resource document and are located within a reasonable distance of existing Centro routes where future expansion or realignment could be considered.

Although several private and public services are offered in the area via Centro and other transportation providers, according to public input and information derived from various meetings, discussions, and outreach, certain inefficiencies are prevalent for the socio-economic populations included in this Coordinated Plan. These service gaps are described in further detail.

Proximity to Transit

3/4-mile buffer around Centro Routes

Centro Routes



Note: The buffer around transit routes in this map was created by using Network Analyst, which considers a defined distance within the road network only (that is, it does not extend into areas without roads as a polygon buffer would).



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Data Sources: SMTC, NYSDOT, 2011;
2010 Decennial Census Data
Prepared by SMTC, 12/2013

Transit Routes

MPA

0 1.5 3 6 Miles

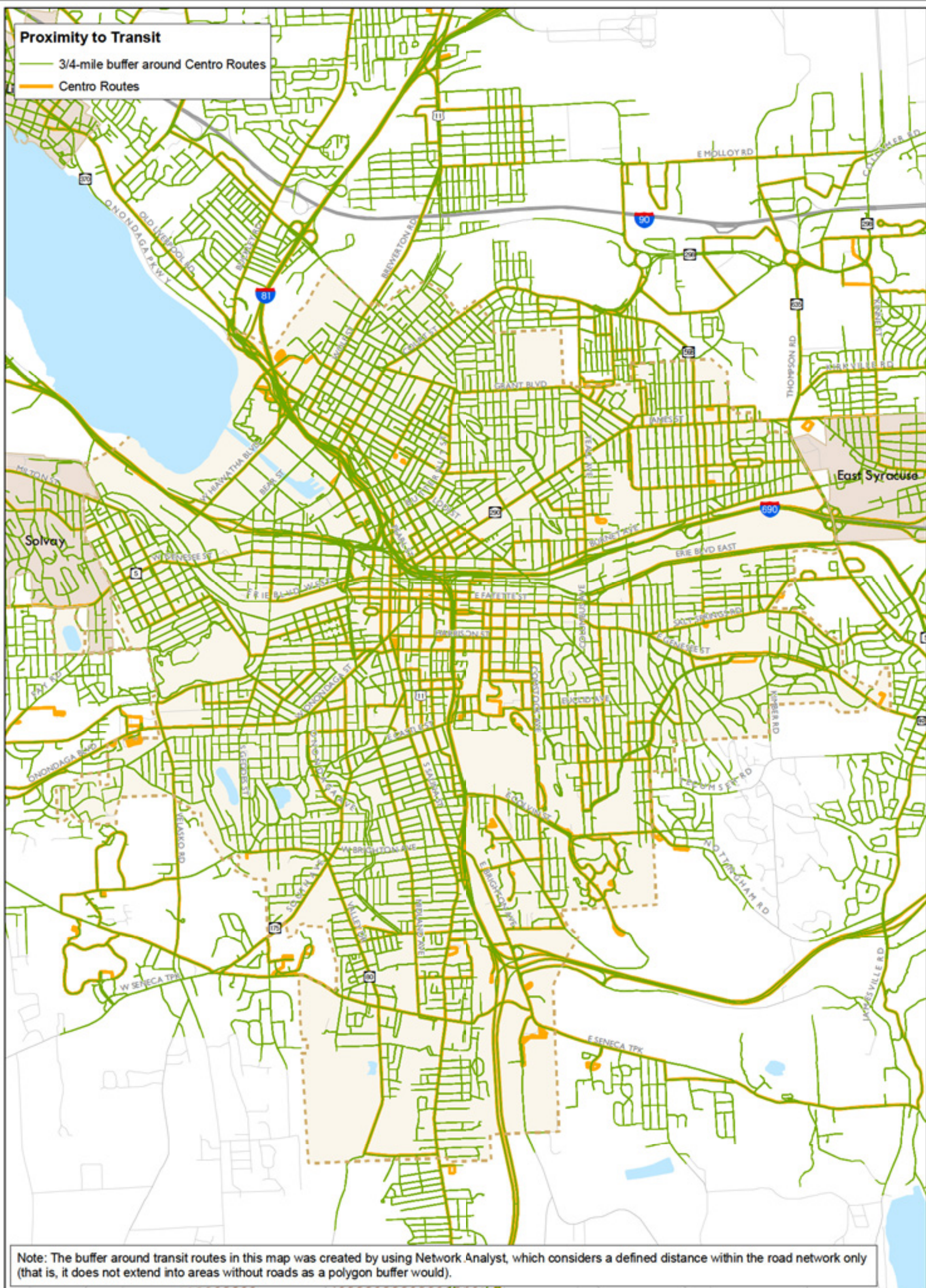
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Legend

- Interstates
- Major Roads
- Local Roads
- Onondaga Nation Territory
- Village
- Town
- SMTC MPA

Proximity to Transit

- 3/4-mile buffer around Centro Routes
- Centro Routes



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Data Sources: Centro, SMTC, NYSDOT, 2011
Prepared by SMTC, 09/2012

Transit Routes

City of Syracuse

0 0.25 0.5 1 Miles

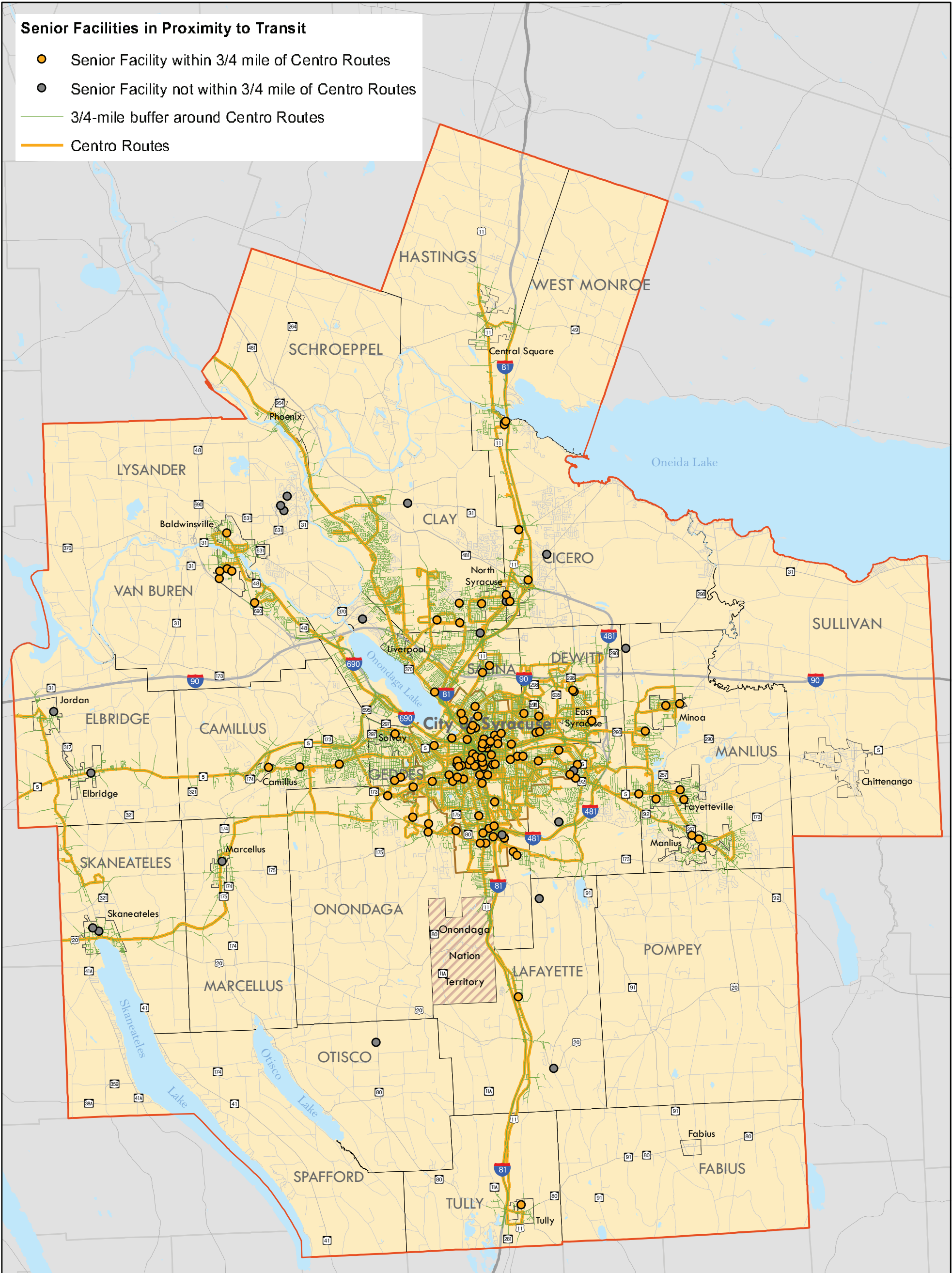
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Legend


- Interstates
- Major Roads
- Local Roads
- Village
- City of Syracuse

Senior Facilities in Proximity to Transit


- Senior Facility within 3/4 mile of Centro Routes
- Senior Facility not within 3/4 mile of Centro Routes
- 3/4-mile buffer around Centro Routes
- Centro Routes



Note: The buffer around transit routes in this map was created by using Network Analyst, which considers a defined distance within the road network only (that is, it does not extend into areas without roads as a polygon buffer would).



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Data Sources: SMTC, NYSDOT, 2011;
2010 Decennial Census Data
Prepared by SMTC, 12/2013

Senior Facilities

MPA

0

1.5

3

6

Miles

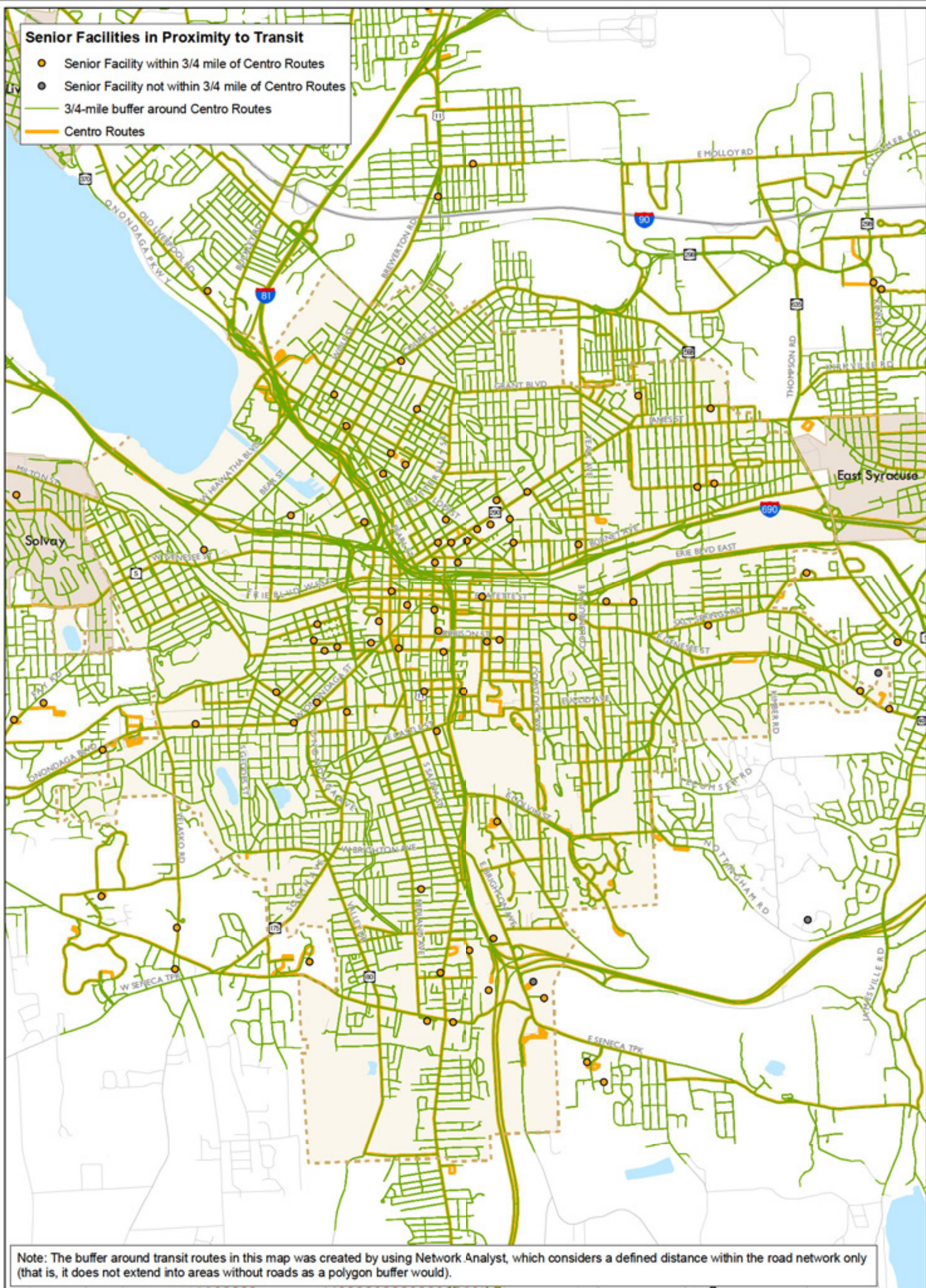
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Legend

- Interstates
- Major Roads
- Local Roads
- Onondaga Nation Territory
- Village
- Town
- SMTC MPA

Senior Facilities in Proximity to Transit

- Senior Facility within 3/4 mile of Centro Routes
- Senior Facility not within 3/4 mile of Centro Routes
- 3/4-mile buffer around Centro Routes
- Centro Routes



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Data Sources: Centro, SMTC, NYSDOT, 2011
Prepared by SMTC, 09/2012

Senior Facilities

City of Syracuse

0 0.25 0.5 1 Miles

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Legend

- Interstates
- Major Roads
- Local Roads
- Village
- City of Syracuse

Section 3: Analysis

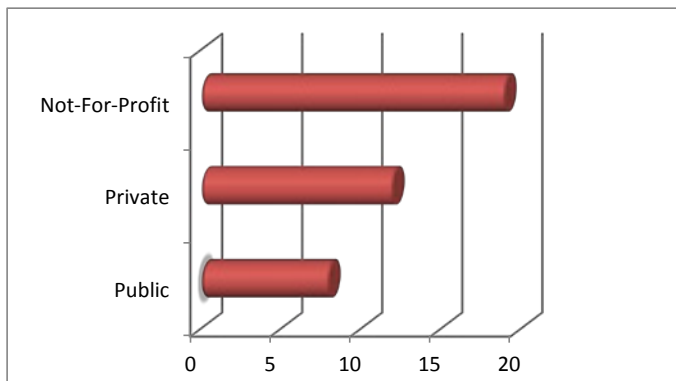
This section covers analysis from a survey conducted by the SMTC in 2008 as part of the development of the first Coordinated Plan and again in 2012.

3.1 SMTC Transportation Services Questionnaire

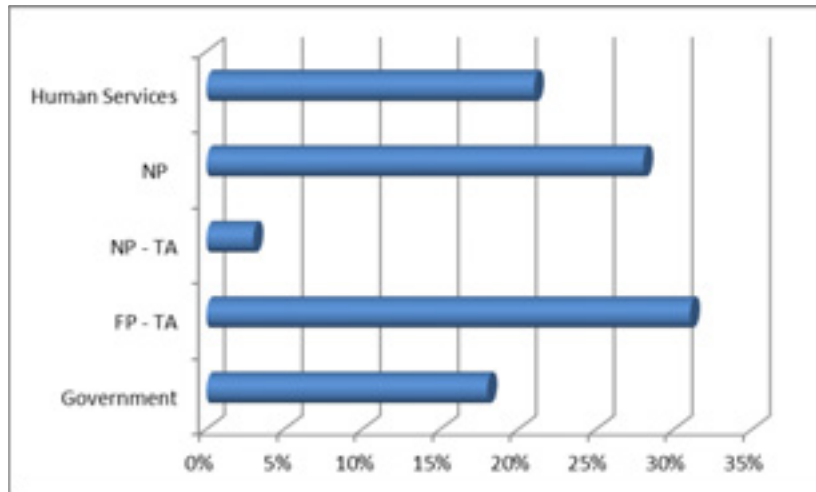
In 2008, the SMTC created a transportation services questionnaire designed to ascertain the conditions and needs of the local human service agencies, transportation agencies, and governments involved in transportation. A response rate of 29% was achieved at that time from a mix of public, private and not-for-profit organizations. Analysis gleaned from the 2008 survey helped identify gaps within the transportation system and recommendations for advancement. As part of this update, the SMTC re-queried the approximately one-hundred organizations for any potential updates to services over the last four years. This survey instrument can be seen in full in Appendix E.

Of the one-hundred organizations queried in 2008 and 2012, the SMTC received collectively thirty-nine responses. While a 39% response rate does not reflect the entire population of agencies, it does provide the SMTC with adequate feedback to run preliminary analyses.

Respondents by Type of Agency



Based on the response rate of 39% for the three primary classifications of agencies above, the following graph indicates that 52% of respondents are not-for-profit and/or human service groups. The next largest percentage comes from for-profit transportation agencies at 31%. The remaining respondents are split among government entities (i.e., municipal, county or state) at 20%.



Geographic Gaps

Most agencies (79%) responded that they served the Onondaga County area and beyond, while only 21% indicated that they service only within the City of Syracuse or another sub-county delineation. However, the initial SMTC survey and 2012 implementation also gathered many comments regarding inadequate service in the following areas:

- Outside of the $\frac{3}{4}$ mile paratransit service offered by Centro;
- The rural Baldwinsville/Lysander area;
- Skaneateles and LaFayette areas;

- Locations in the Town of DeWitt;
- Southern Onondaga County; and
- Other rural townships (i.e., Jordan, Elbridge and Marcellus).

Service Gaps

Exclusivity of use was another barrier identified by the transportation services questionnaire. This is more broadly stated as a gap in the type of service provided. While the type of use desired was not specified, the survey did return information regarding the types of services currently provided:

- Health/Medical trips rated the most common service at 84%.
- Shopping, social services (such as adult daycare) and recreation were three other services provided by over half the respondents.
- Social and employment trips were the least often provided services.

Exclusivity of use can also be interpreted as the inability for certain demographic populations to take advantage of transportation services. In this, the transportation services questionnaire generated the following information:

- One-third of the respondents indicated that the general public was able to use their services
- 45% of respondents target individuals with disabilities
- 61% of respondents target the elderly
- Of the respondents that service low income communities, 200% below the federal poverty line is the standard threshold for consideration of services.

Fixed-route bus service is also available in much of the SMTC urban area. Only one agency indicated that bus service was unavailable to the clients of his/her agency. When asked if their clientele actually

use fix-route services, only 30% of agencies responded in the affirmative. Thirty three percent of agencies denoted that their clients do not use fix-route bus service at all, and 36% were unsure. In short, while the fixed-route bus system is available, it is not widely utilized by clients of human service agencies.

Barriers of Costs

The major barrier identified from the transportation services questionnaire was cost. This cost barrier took two forms: costs to clients and costs to agencies. Costs to clients are the fares that individuals must pay to use the transportation service. Money for bus tickets and taxi services can add up quickly if one is on a fixed or low-income budget. However, two-thirds of the survey respondents do not charge their clients at all. Instead, costs are covered through volunteer drivers or agencies providing free tickets to their clientele.

Unfortunately, cost savings for a client often create extra costs for an agency. One agency spends \$20,000 a year to provide bus passes to its clients. Over half of the agencies responding indicated that they use volunteer drivers. One survey noted a lack in staff availability. Coordinating volunteers takes large amounts of time and effort for agency staff. It should also be noted that during the summer of 2008 when the initial survey was conducted, gas prices escalated. Agencies were having a difficult time obtaining volunteers to drive. Agencies were also going over budget on their fuel allocations.

Lack of Vehicles

The lack of vehicle availability was also noted as a barrier for some individuals. However, the SMTC's transportation services questionnaire actually indicates this is more a perception of scarcity than an actual lack. Not only are there many vehicles in operation around the SMTC planning area, but many of these vehicles have empty seats.

During the peak hours, the total number of vehicles in operation is 425. While this is a high number, the reality is likely higher as only 39% of identified human services or transportation agencies responded to this survey. Of those in operation, 238 were said to have seats available. This indicates there are, at a minimum, 238 empty seats. This is only a minimum because it assumes only one empty seat per vehicle and it only covers the 39% of agencies. The real number of empty seats is likely much higher. During off peak hours, survey respondents indicated that there are roughly 83 vehicles in operation.

When vehicles are not being used to transport riders, 93% of respondents indicated that the vehicles were not being used for other purposes. In total, by taking the difference of peak and off-peak vehicles, the survey indicates that there are 311 unused vehicles during off peak hours.

The numbers above show an abundance of vehicles and open seats during all times. It also indicates a shortage of unused vehicles during off peak times that could be utilized with some creative coordination.

Lack of Coordination

The last and likely largest barrier indicated by the transportation services questionnaire is an issue with coordination. When listing barriers, survey respondents indicated that they would like to see a county-coordinated centralized dispatch center. Multiple responses also indicated that many agencies are not willing to cost share. The survey results confirm this position. Two-thirds of respondents specified that they do not provide or receive services from another agency. Currently, less than 1% of respondents receive assistance from other agencies, though 64% indicated they are interested in receiving assistance. This shows a large gap in need brought about by lack of coordination. However, despite a desire to coordinate, only 22% indicated that they would be or, may be, willing to jointly

purchase and share vehicles. Some possible barriers preventing this shared ownership are issues regarding liability and insurance.

One additional area of coordination is with regard to human resources, staff and volunteers. Since volunteer driver programs were the highest ranked service provided, one can conclude that the coordination of the volunteer drivers is being done individually by many agencies, potentially losing economies of scale through greater coordination. This also has a cumulative effect of the efficiency of agency staff, shown by one survey respondent indicating issues with staff availability.

The following agencies indicated that they are willing to provide services to others. Of those agencies listed below, most are already coordinating but are willing to expand their coordination efforts. Agencies are listed by the type of service they are willing to provide.

Fixed Route, Fixed Schedule Services

- A&E Transportation Services*
- Blue Chip Transportation*
- Able Medical Transportation*
- Speedy Medical Transportation*
- Empire DM, Inc.
- CNYRTA Fixed Route Transit
- Mark's Transportation
- Northeast Community Center*

Volunteer Drivers

- Baldwinsville Volunteer Center Inc.*

Demand Responsive Services

- Bellavia Transportation
- Adam's Apple Services*

- Liberty Resources
- Speedy Medical Transportation*
- Able Medical Transportation*
- Empire DM, Inc.
- Centro Call-a-Bus
- Mark's Transportation

*Indicates that the agency does not currently coordinate services.

Conversely, the following agencies indicated that they are willing to receive assistance from other agencies. Of these agencies, nearly half are not currently receiving assistance, but are interested in potential partnerships.

Fixed Route, Fixed Schedule Services

- Baldwinsville Volunteer Center Inc.*
- Vera House*
- Syracuse Model Neighborhood Facility, Inc.*
- Blue Chip Transportation*
- Mark's Transportation

Volunteer Drivers

- PEACE Inc.*
- Aurora of Central New York*
- Baldwinsville Volunteer Center Inc.*
- Vera House*
- Ecumencial Council of Minoa-Bridgeport-Kirkville
- Women's Opportunity Center

Demand Responsive Services

- Bellavia Transportation
- Adam's Apple Services*
- Liberty Resources
- Northeast Community Center
- Baldwinsville Volunteer Center Inc.*

- Ecumenical Council of Minoa-Bridgeport-Kirkville
- Vera House*
- Women's Opportunity Center
- Mark's Transportation
- Contact Community Services*
- Salvation Army
- Northeast Community Center*

Note: Onondaga County Dept Aging & Youth willing to continue assistance with overall coordination efforts.

*Indicates that the agency does not currently coordinate services.

Finally, the agencies that indicated that they are willing to jointly purchase and use vehicles are:

- Liberty Resources
- Vera House
- Empire DM, Inc.
- ARISE Center for Independent Living

Based on responses to the SMTC transportation services questionnaire, improved and enhanced services would directly benefit the mobility options for the transportation disadvantaged populations. These recommendations are listed in the following section.

Section 4: Recommendations

The recommendations noted below are provided to improve and/or enhance transportation services offered by the various providers and to reduce duplication of services that currently exist throughout the community. These activities and strategies are focused on improving collaboration and coordination between agencies and providers.

4.1 Prior JARC and New Freedom Funding Solicitations

As discussed in the introductory section of this report, the Coordinated Plan plays an integral function in prioritizing and recommending activities for implementation by the various human service and transportation providers in the Syracuse metropolitan area. Recommendations contained within this document were used for the receipt of three distinct funding sources from the FTA through a competitive selection process between 2008 and 2012: Section 5310 (Elderly Individuals and Persons with Disabilities); Section 5316 (JARC); and Section 5317 (New Freedom). Beginning in 2008, the SMTC and Centro staff created an application package for use in soliciting project applications seeking receipt of JARC or New Freedom federal transit funding. To inform the public and eligible organizations of transit funding availability, a call-letter was sent directly to nearly one-hundred agencies/organizations, information was posted on the SMTC's web site (including a copy of the application package) and notice was provided through the local newspaper.

Over the past five years, approximately \$2,000,000 dollars have been programmed to JARC and New Freedom projects in our area. Recipients of these funds include the Onondaga County Department of Aging & Youth, Centro and Laker Limo. The proceeding table details the project description, sponsor, programmed funds and

year of funding. Each project that received funding was a direct recommendation or activity noted within the Coordinated Plan. Sections 5316 and 5317 programs provided a maximum federal transportation funding assistance at eighty percent of a total project cost for capital projects, and fifty percent of a total project cost for operational projects. The applicant is required to provide the remaining twenty or fifty percent. With the passage of MAP-21 in July 2012, the JARC and New Freedom programs were repealed and incorporated within two other existing federal transit funding programs (Section 5307 and Section 5310, respectively).

Rides for Work

Centro developed and implemented the Rides for Work demand responsive transportation service program for low income residents in Onondaga County to access jobs in the county that are not served by the fixed route bus service offered by the transit authority. The program has been operational for over a decade in the community and is part of Centro's Specialized Transportation Program that also provides work-related rides to persons with a disability and seniors.⁵

According to Centro, the program offers curb to curb service, seven days per week including holidays, to eligible passengers if the fixed route service cannot meet their needs. Eligibility in the Rides for Work program is based on a household income of 200% of the federal poverty level or less. Service is provided for up to 90 days.

In eleven years since its inception, nearly 235,000 passenger trips have been provided throughout Onondaga County through this

⁵ Central New York Regional Transportation Authority

service, with approximately 16,200 trips occurring in 2012 alone. The established service should continue to be provided.

United We Ride...Onondaga County Coalition

As discussed in Section 2, the United We Ride...Onondaga County Coalition is an association of interested and participating agencies under the umbrella of the Onondaga County Department of Aging & Youth. The coalition, according to the County is a group that represents non-profits, county and local municipal governments, and faith community organizations that are dedicated to



Image source: Onondaga County

provide rides to isolated seniors and persons with disabilities of any age, who do not have access to regular and ongoing transportation.⁶

New Freedom funds have been awarded to this coalition since 2009 for capital and operational assistance for formation, enhancement and expansion purposes to the:

1. Senior Transportation Program, subcontracted to Centro; a curb-to-curb service
2. Jordan/Elbridge Volunteer Transportation Program (i.e., JETs) operated by the Town of Elbridge; a curb-to-curb service
3. Senior Adults Transportation System (SATS) program operated under the Minoa-Bridgeport-Kirkville Area Ecumenical Council; a curbside and door-to-door service

4. OUTbound (Onondaga United Transportation) program, an Onondaga County wide door-through-door service
5. Laker Limo; a curb-to-curb service
6. Canton Woods Senior Center in Baldwinsville, NY; a volunteer senior driving program
7. Travel training for persons with behavioral health diagnosis, in coordination with Onondaga Case Management.

Through the efforts of the Department of Aging & Youth, in conjunction with the several service providers, various barriers and gaps first identified in the initial Coordinated Plan in 2008 have started to be filled. However, although service is currently available in several of these outlying rural areas, such as Bridgeport, Elbridge and Skaneateles, there still continues to be a need for expansion and enhancements of those services.

⁶ Onondaga County Department of Aging & Youth

JARC and New Freedom Funds programmed in the SMTC area

Sponsor	Project	Description	\$\$\$*	Source	Year
CNYRTA	<i>Rides for Work</i>	Utilize funding to implement transportation services to assist low income residents to access employment.	\$507,235	JARC	2009
			\$261,869	JARC	2010
			\$261,475	JARC	2011
			\$263,975	JARC	2012
		subtotal	\$1,294,554		
CNYRTA	<i>Travel Training</i>	Establish travel training program at the transit authority to improve customer understanding, abilities and comfort level with using the fixed route service.			
			\$27,350	NF	2008
		subtotal	\$27,350		
Laker Limo	<i>Skaneateles Public Transportation Services</i>	Purchase one accessible van to provide transportation to/for the elderly and persons with disabilities in the Skaneateles area.			
			\$21,306	NF	2010
		subtotal	\$21,306		

OCDAY	<i>United We Ride...Onondaga County Coalition</i>	Provide financial and technical assistance to various programs within Onondaga County.	\$240,000	NF	2009
			\$119,193	NF	2010
			\$141,224	NF	2011
			\$142,866	NF	2012
		subtotal	\$643,283		

JARC Sub-Total \$1,294,554

NF Sub-Total \$691,939

Total \$1,986,493

*Federal dollars only

In addition to the JARC and New Freedom programs, federal transit funds have been made available on an annual basis to purchase accessible vehicles to transport the elderly and persons with disabilities. In New York State, the FTA Section 5310 program was historically administered by the State Department of Transportation. A competitive selection process occurred annually where potential applicants submitted applications to the State for review and funding award. If an applicant was recommended for funding, Section 5310 funds covered a maximum of eighty percent of the total project cost. For example, if the total cost for a single vehicle is \$40,000, the federal share (80%) would be \$32,000. The applicant is required to provide the remaining \$8,000 (i.e., 20%).

Example agencies inside Onondaga County that have received FTA Section 5310 funding over the past four years include Catholic Charities, Loretto/PACE CNY, St. Camillus Health & Rehabilitation Center, and the Upper New York Annual Conference of United Methodist Church. The federal Section 5310 project funding

programmed to various entities equates to nearly \$750,000; with the required match approximately \$925,000 has been invested to purchase accessible buses throughout the community. See table below for number of vehicles and associated federal dollar amounts between 2009 and 2012.

Specific to the importance of coordination between human service agencies and transportation providers, the State requires a certification letter from the Metropolitan Planning Organization be provided when the applications are submitted. The certification letter is necessary to ensure that the requesting agency is aware of, or does participate in relevant coordination conversations inside the metropolitan planning area and that the project for which funds are being sought is a recommendation from the area's locally developed Coordinated Plan.

Section 5310 awards in the SMTC area

	2009		2010		2011		2012	
Sponsor	Vehicles	Fed Share	Vehicles	Fed Share	Vehicles	Fed Share	Vehicles	Fed Share
Loretto	4	\$162,190	4	\$156,612	4	\$153,104	2	\$79,614
St. Camillus	2	\$70,049	2	\$63,434	2	\$67,699	1	\$33,101
United Methodist Church			1	\$32,141				
Catholic Charities					1	\$35,094	1	\$30,361
Salvation Army							2	\$79,614
Totals	6	\$232,239	7	\$252,187	7	\$255,897	6	\$222,690

Similar to other program changes from MAP-21, the Section 5310 program underwent a slight change as well. The New Freedom program (Section 5317) was incorporated into Section 5310. Starting in 2014, Section 5310 solicitations will therefore request project proposals for New Freedom type activities in addition to the traditional Section 5310 purposes. At least 55% of the available funding awards will go to traditional Section 5310 capital projects. The remaining 45% of funds may support public transportation projects that exceed the requirements of the ADA, projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit and for alternatives to public transportation that assist seniors and individuals with disabilities. Use of Section 5310 funds may be for the capital and/or operating expense of transportation services to seniors and/or individuals with disabilities.

4.2 Recommendations

Utilizing information received from the Coordinated Plan SAC and public outreach, the following strategies should be considered for implementation. These activities are further categorized according to project type (i.e., capital and operating).

Eligible Capital Expenses for 55% minimum

- Purchase accessible buses or vans;
- Vehicle rehabilitation;
- Radios and communication equipment;
- Computer hardware and software;
- Transit-related Intelligent Transportation Systems (ITS), to enhance and expedite the coordination of transportation operations, management of information, and customer service; and
- A Mobility Management Center for scheduling and dispatching of various transportation trips.



Laker Limo accessible vehicles
Image source: Laker Limo

Other Eligible Capital and Operating Expenses for remaining 45% of available funds

Capital

- Purchase accessible taxis;
- Joint procurement of vehicles, fuel & services (green vehicles should be considered);
- Diversify and expand funding sources by partnering or contracting vehicles and transportation services through an existing transit operator;
- Purchase transportation trips in volume from vendors;
- Transit amenities that enhance rider experience and play an important role in attracting and keeping riders (i.e. storage racks, security cameras, bus shelters, accessible paths to bus stops that may currently be inaccessible);
- Travel training;

- Volunteer driver programs; and
- Expansion and enhancement of transportation services (curb-to-curb, curb-to-door, door-to-door, door-through-door service).

Operating

- Maintenance and/or fuel consortiums;
- Expand hours of transportation services for persons with disabilities, low-income individuals, and the elderly;
- Shift agency trips to the regular transit route provided by Centro, which operate on fixed-schedules along specific routes with vehicles stopping to pick up and deliver passengers to specific locations;
- Sharing of vehicles;
- Expand paratransit service beyond the ADA minimum $\frac{3}{4}$ mile limit;
- Increase transit service to medical facilities, employment centers and social activities for both paratransit and fixed route service;
- Consider expanding transit service areas to connecting neighboring communities if requested by a municipality;
- Extension of existing service routes to targeted residential or employment centers where new or growing employment and residential markets exist;
- Support bus feeder-routes, which are routes that connect to the regular transit route systems that operate on specific routes;
- Group agency trips to reduce duplication of transportation services.

Section 5: Conclusions

All recommendations suggested within this Coordinated Plan are considered priority projects for the SMTC MPA to improve accessibility and mobility options for the transportation disadvantaged populations discussed throughout this document as long as sponsors verify that coordination and collaboration will be achieved and utilized. Updates will occur to this Coordinated Plan at minimum every four years to re-examine the gaps in service and recommended strategies.



Call-A-Bus riders
Image source: Centro



Rider assistance
Image source: Centro

Coordinated Public Transit – Human Services Transportation Plan: 2013-2014 Update

Appendices

Appendix A

MPO and SMTC Structure

The Syracuse Metropolitan Transportation Council is the designated Metropolitan Planning Organization (MPO) responsible for carrying out the urban transportation planning process for the SMTC study area. The SMTC Metropolitan Planning Area (MPA) includes all of Onondaga County and small portions of Oswego County and Madison County. The primary responsibilities of the MPO are to: 1) develop a Long-Range Transportation Plan, which is the 25-year transportation vision for the metropolitan area; 2) develop a Transportation Improvement Program, which is the agreed-upon list of specific projects for which federal funds are anticipated; and 3) develop a Unified Planning Work Program (UPWP), which identifies in a single document the annual transportation planning activities that are to be undertaken in support of the goals, objectives and actions established in the Long-Range Transportation Plan.

As the MPO, the SMTC provides the forum for cooperative decision making in developing regional transportation plans and programs to meet changing needs. It is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in comprehensive transportation planning.

MPO Structure

To facilitate and encourage maximum interaction among these groups and the local community, the SMTC has an adopted committee structure. The **Policy Committee**, as the official decision making body, establishes the policies for the overall conduct of the SMTC, is responsible for the adoption of plans and programs and approves study recommendations. The **Planning Committee**, which is established by the Policy Committee, provides a forum for discussion and resolution of relevant issues and monitors technical activities including the development of the UPWP and the Transportation Improvement Program for recommendation to the Policy Committee. In addition, the Planning Committee directs and considers for recommendation to the Policy Committee all major studies and planning activities. The **Executive Committee** is made up of Planning Committee members and on behalf of the Policy Committee provides oversight for the day-to-day operation of the Central Staff for primarily financial management, personnel and other administrative requirements. In addition to the above-mentioned standing committees, other subcommittees and advisory committees are formulated on an as-needed basis to provide staff with additional technical support as appropriate.

Appendix B

Summary of FTA Formula Grants



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
URBANIZED AREA FORMULA GRANTS
SECTION 5307 & SECTION 5340

	FY 2013 (in millions)	FY 2014 (in millions)
5307 Grants	\$4,367.95	\$4,428.65
Passenger Ferry Grants	\$30.00	\$30.00
5307 Program Total	\$4,397.95	\$4,458.65
Growing States/High Density Formula (5340)	\$518.70	\$525.90

Purpose

This program provides grants to Urbanized Areas¹ (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

Statutory References

49 U.S.C. Sections 5307, 5336, and 5340 / MAP-21 Sections 20007, 20026



Eligible Recipients

FTA apportions funds to designated recipients, which then suballocate funds to state and local governmental authorities, including public transportation providers.

Eligible Activities

- Capital projects.
- Planning.
- Job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers.
- Operating costs in areas with fewer than 200,000 in population.
- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

¹ An area with a population of 50,000 or more, defined and designated in the most recent decennial census as an 'urbanized area' by the U.S. Secretary of Commerce.

(cont.)

Urbanized Area Formula Grants

What's New?

- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).
- Transit enhancements are removed and replaced by more narrowly defined “associated transportation improvements.” Recipients must expend at least 1% of their 5307 apportionment on these improvements.
- Funding provided by other government agencies or departments that are eligible to be expended on transportation may be used as local match.
- Certain expenditures by vanpool operators may be used as local match.
- MAP-21 removes eligibility for the transfer of 5307 transit funds to highway projects.

Ongoing Provision

- Recipients must expend 1% for transportation security projects or certify that it is not necessary to do so.

Funding

- Federal share is 80% for capital assistance.
- Federal share is 50% for operating assistance.
- Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment.

Formula

- For areas of 50,000 to 199,999 in population, the formula is based on population and population density, and number of low-income individuals.
- For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density and number of low-income individuals.

Passenger Ferry Grant Program

- \$30 million is set aside for passenger ferry grants, to be allocated through competitive selection.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.



U.S. Department of Transportation
Federal Transit Administration



FACT SHEET:
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
SECTION 5310

	FY 2013 (in millions)	FY 2014 (in millions)
Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities	\$254.8	\$258.3

Purpose

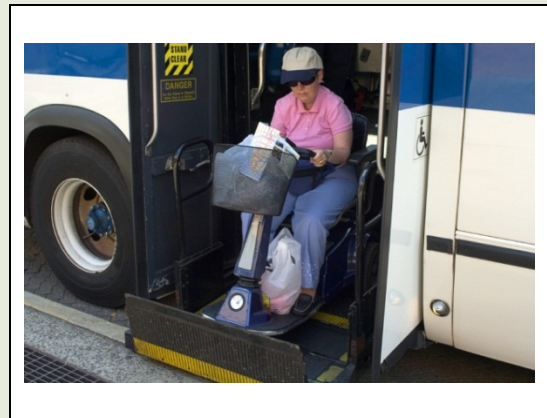
This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Statutory References

49 U.S.C. Section 5310 / MAP-21 Section 20009

Eligible Recipients

- States (for all areas under 200,000 in population) and designated recipients.
- Subrecipients: states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.



Eligible Activities

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

What's New?

- Consolidates New Freedom Program and Elderly and Disabled Program.
- Operating assistance is now available under this program.

Funding

- Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities.
- Federal share for capital projects (including acquisition of public transportation services) is 80%.

(cont.)

Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities

Funding (cont.)

- Federal share for operating assistance is 50%.
- Adopts New Freedom funding allocations:
 - 60% to designated recipients in urbanized areas with a population over 200,000.
 - 20% to states for small urbanized areas.
 - 20% to states for rural areas.

Ongoing Provisions

- Local share may be derived from other federal (non-DOT) transportation sources or the Federal Lands Highways Program under 23 U.S.C. 204 (as in former Section 5310 program).
- Permits designated recipients and states to carry out competitive process to select subrecipients.
- Recipients must certify that projects selected are included in a locally developed, coordinated public transit-human services transportation plan. The plan must undergo a development and approval process that includes seniors and people with disabilities, transportation providers, among others, and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies.
- Permits acquisition of public transportation services as a capital expense.
- Up to 10% of program funds can be used to administer the program, to plan, and to provide technical assistance.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.

Appendix C

Public Participation Documentation

- a. Public Involvement Plan
- b. Study Advisory Committee
- c. Public Notifications/Other Correspondence

(additional documentation is contained in the 2008 Coordinated Plan available on the SMTC web site or by contacting the SMTC office)

Coordinated Public Transit – Human Service Transportation Plan

Public Involvement Plan

I. Introduction

Engaging the public early and often in the planning process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws. Such legislation underscores the need for public involvement, calling on Metropolitan Planning Organizations (MPO) such as the Syracuse Metropolitan Transportation Council (SMTC) to provide citizens, affected public agencies, businesses, local government, and other interested parties with a reasonable opportunity to comment on transportation plans and programs.

While public participation is mandated, it is also practical. No one organization has a monopoly on good ideas – they often germinate through an open exchange of information. It is the SMTC’s intention to promote the shared obligation of the public and decision makers to define the goals and objectives of the **Coordinated Public Transit – Human Services Transportation Plan**, to develop recommendations/strategies, and to evaluate the strategies.

This Public Involvement Plan (PIP) was created under the SMTC’s umbrella Public Participation Plan (PPP), which can be found at the SMTC website, www.smtcmpo.org.

II. Goals

The intent of the Public Involvement Plan (PIP) for the **Coordinated Public Transit – Human Services Transportation Plan** is to:

1. *Raise public awareness of the Coordinated Plan and encourage representation of invested parties in its compilation*
 - a. Create a Study Advisory Council comprised of SMTC member agencies;
 - b. Form a Stakeholders Group of individuals and agencies with significant interest in the Coordinated Plan; and
 - c. Implement a formal Public Participation Process to engage the community at large.
2. *Provide qualitative and quantitative data regarding the needs of underserved populations*
 - a. Provide demographic information of under-represented communities focusing on geographic patterns; and
 - b. Catalogue the number and function of organizations involved in addressing mobility and access issues within underserved communities.
3. *Synthesize data into real-world recommendations for local agencies*
 - a. Determine stakeholder agencies’ ability to consolidate services and close service gaps;
 - b. Incorporate and update analysis and recommendations from previous studies; and

- c. Formulate strategies to address identified gaps in services; and
- d. Prioritize resources for implementation.

III. Formation of Study Advisory Committee and Interested Stakeholder Group

The PIP includes the formation of two groups to assist the SMTC in the study effort: a Study Advisory Committee (SAC) and a stakeholders group. Selected representatives from the following affected agencies will be invited to participate in this study as SAC members:

- Arise
- Aurora of Central New York
- Central New York Regional Transportation Authority (CNYRTA)
- City of Syracuse
- Enable
- New York State Department of Transportation (NYSDOT)
- Onondaga County (Departments of Aging & Youth and Social Services)
- Syracuse Onondaga County Planning Agency (SOCPA)

The SAC will meet regularly with the SMTC to assist in managing the project. The SAC's role will be to advise the SMTC on the technical content of deliverables and to provide needed input and guidance throughout the project.

It is anticipated that a minimum of four SAC meetings will be held throughout the course of the study. Securing a meeting location (facility), announcing the SAC meetings through mailings, running the SAC meetings (including preparation of agenda, materials, presentations, etc.), and preparing the minutes from each meeting will be the responsibility of the SMTC.

In addition to the SAC, a list of interested stakeholders (a broader group of interested individuals with significant relations and interest in the study) will be maintained by the SMTC. The stakeholders will be sent pertinent study information, kept apprised of significant study developments, notified of all public meetings, and encouraged to provide feedback and comment regarding the **Coordinated Public Transit – Human Services Transportation Plan**. If during the course of the study it seems warranted, a “stakeholder workshop” may be held separately to further assist the study in gathering and processing public input.

The SMTC will determine initial representation on the SAC and the stakeholders group. However, the SMTC will actively seek input at its “kick-off meeting” and throughout the course of the study regarding additional individuals who could participate in this planning activity and provide valuable input and perspective.

IV. Meetings and Public Comment

The SMTC will hold public involvement meetings/workshops at specific stages during the study. Securing a meeting location (facility), promoting the event through flyers, mailings and press releases, presenting the public meetings (including preparation of agenda, materials, presentations, etc.) and preparing the minutes of each meeting will be the responsibility of the SMTC.

The first public meeting will provide the opportunity to formally present the study to the public, review an inventory of existing data (i.e., services), and obtain public comment on the concept of developing a

Coordinated Public Transit – Human Services Transportation Plan. The first public meeting will be held after the data gathering and existing analyses have been completed and approved by the SAC. The input/comments received at the first public meeting will be incorporated into the Final Report prior to SAC approval of that document.

The second public meeting will take place after the SMTC and the SAC have developed a list of potential alternatives/strategies that adequately address the gaps and needs of the examined populations (i.e., disabled, elderly and low-income). The preliminary recommendations from the SAC will be presented and the public will be invited to provide input on these recommendations. Input from the community will be considered in the final evaluation of alternatives, which will be completed by the SMTC staff and the SAC following the second public meeting.

A third public meeting may also be held to share the results of the entire study. This meeting would take place prior to SMTC Committee approval of the final document. The recommendations could then be modified in response to public input if warranted.

If, during the course of this study, the SAC feels that additional public meetings are warranted (for example, an initial public meeting to introduce the project to the public, or separate meetings to present the existing conditions data and to receive input on study area concerns) the SMTC is prepared to accommodate this need.

Note: All meetings (SAC and public) will be held in a handicapped accessible facility in compliance with the Americans with Disabilities Act. The SMTC will make every effort to respond to those who need a sign language interpreter, assistive learning system, or any other accommodations to facilitate the public's participation in the transportation planning process.

All individuals (especially those who are not able to attend the public meetings or participate in direct contact with the SMTC staff) are encouraged to submit comments to the SMTC at any time. This message will be publicized and made clear throughout the study's project schedule, verbally, and on all study material and publications. The public is also welcome to attend any of the publicized SMTC Executive, Planning and Policy Committee meetings in which the **Coordinated Public Transit – Human Services Transportation Plan** may be on the agenda as a discussion item.

V. Press Releases/Media Coverage

The SMTC will issue news releases (announcing the details of all public meetings) to all major and minor newspapers, television stations, and radio in advance. If necessary, the SMTC will also send additional news releases, or take the initiative to promote media coverage on pertinent developments pertaining to the **Coordinated Public Transit – Human Services Transportation Plan**.

If possible, all media inquiries should be directed to the SMTC staff director or project manager. However, this is not always possible. If you (e.g. SMTC committee members, SAC members, and/or interested stakeholders associated with the study) are interviewed by the media, please limit your comments to your respective agency's/organization's opinion or involvement in the study. Speaking to the media on specific issues and questions regarding the **Coordinated Public Transit – Human Services Transportation Plan**, such as study progress and development, is the exclusive responsibility of the SMTC.

VI. SMTC Publications

The SMTC publishes a newsletter, DIRECTIONS, that offers news about its activities and particular studies. This newsletter is distributed to nearly 3,000 individuals, some of whom include the media; local, state, and federal agencies associated with the SMTC; municipal and elected officials; community agencies and representatives; and a large number of interested citizens. It is anticipated that articles on the **Coordinated Public Transit – Human Services Transportation Plan** (e.g. study development issues or the announcement or coverage of a public meeting) will be published in subsequent issues of DIRECTIONS. Should the need arise for the production of a separate newsletter/flyer/report to convey a timely study development the SMTC staff is prepared to perform this additional task. It is also important to note that the mailing list of the SMTC newsletter, DIRECTIONS, will be updated to include all members of the SAC, stakeholders, and others interested or involved in the **Coordinated Public Transit – Human Services Transportation Plan**.

VII. Miscellaneous Public Involvement Efforts

To further its public involvement efforts, the SMTC will be asking the SAC members and interested stakeholders to assist them in better notifying citizens and community groups about the public meetings and the study in general. Such a request is imperative in order to get the “grassroots community” involved. By helping to distribute flyers/announcements and speaking to the members of the community about the **Coordinated Public Transit – Human Services Transportation Plan**, the SAC and interested stakeholders will serve to further promote public involvement in areas (and to individuals) that were not reached through the standard outreach methods.

Meeting notices and study-specific material previously mentioned may also be posted at libraries, local stores, shopping centers, and/or businesses.

Approved documents, such as the study’s Final Report, may be made available at libraries in the planning area. News releases will be produced to announce the availability of such items, and the SMTC invites written comments at any time.

The SMTC web site [www.smtcmpo.org] will also serve as a resource for general information about the SMTC, the **Coordinated Public Transit – Human Services Transportation Plan**, and any final approved reports.

If a certain need arises to get public perception/opinion on a particular topic/issue, surveys may be used at one or more of the public meetings.

VIII. Conclusion

It is important for the SMTC to understand public attitudes and values throughout the **Coordinated Public Transit – Human Services Transportation Plan** process, as well as to solicit input from affected citizens and community representatives. Through the activities described in this Public Involvement Plan, the SMTC will solicit public input and provide opportunities for the public to develop greater awareness of and active involvement in the project.

Ike Achufusi
NYS, DOT
333 E. Washington St.
Syracuse, NY 13202

James D'Agostino
Director, SMTC
100 Clinton Square, Suite 100
126 N Salina Street
Syracuse, NY 13202

Rich Landerkin
Director of Planning, CNYRTA
PO Box 820
Syracuse, NY 13205

Betty Petrie
Mobility Manager, CNYRTA
PO Box 820
Syracuse, NY 13205

Mario Colone
Program Manager, SMTC
100 Clinton Square, Suite 100
126 N. Salina St.
Syracuse, NY 13202

Starr Guckert
Aurora of Central New York, Inc.
518 James St.
Suite 100
Syracuse, NY 13203-2282

Andrew Maxwell MPA, APA
Director, SOCPA
City Hall Commons, Room 500
201 E. Washington St.
Syracuse, NY 13202

John G. Reichert
NYS, DOT
Planning & Program Management -
Region 3
333 E. Washington St., 7th Fl.
Syracuse, NY 13202

Megan Costa
Special Projects Administrator, Onondaga
County
1100 John H. Mulroy Civic Center
421 Montgomery St.
Syracuse, NY 13202

Sally Johnston
Advocacy Coordinator, Enable
1603 Court Street
Syracuse, NY 13208

Paul Salvatore Mercurio
Transportation Planner, City of Syracuse,
DPW
1200 Canal St. Extension
Syracuse, NY 13210

JoAnne Spoto Decker
Project Director - Community Services,
Onondaga County, Department of Aging
and Youth
421 Montgomery St.
13th Floor
Syracuse, NY 13202



Syracuse Metropolitan Transportation Council

100 Clinton Square
126 North Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

January 7, 2014

Dear Interested Party:

The Syracuse Metropolitan Transportation Council (SMTC) has updated the area's locally developed *Coordinated Public Transit – Human Services Transportation Plan* (Coordinated Plan). The 2014 Coordinated Plan is available for review on the SMTC web site at www.smtcmpo.org. The updated version, similar to the prior Coordinated Plan, contains various strategies and activities for implementation within the SMTC Metropolitan Planning Area. This area consists of all of Onondaga County and portions of Oswego and Madison Counties.

The Coordinated Plan is a required element to award funding from the Federal Transit Administration in our area and is written to include the following components:

1. An assessment of available services that identifies current transportation providers (public, private, and non-profit);
2. An assessment of needs for individuals with disabilities, older adults, and people with low incomes;
3. Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing strategies and/or activities identified.

Please be advised that under the current federal transportation authorization, Moving Ahead for Progress in the 21st Century, modifications were made that repealed two Federal Transit Administration formula programs: Job Access and Reverse Commute (Section 5316) and New Freedom (Section 5317). The Job Access and Reverse Commute program has been consolidated into Section 5307 (Urban Area Formula), while the New Freedom program has consolidated into Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities).

It is anticipated that the New York State Department of Transportation will announce the next Section 5310 solicitation by the end of February. When the official announcement is released, we will notify all prospective applicants of the funding opportunity. As done previously, prospective applicants will seek to utilize the federal transportation funding for those strategies and activities specifically listed in the Coordinated Plan.

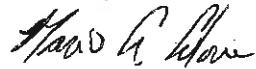
Metropolitan Planning Organization

Office of the Mayor • Syracuse Common Council • Syracuse Planning Commission • CenterState Corporation for Economic Opportunity • New York State Department of Transportation • New York State Department of Environmental Conservation • New York State Department of Economic Development • New York State Thruway Authority • Office of the County Executive • Onondaga County Legislature • Onondaga County Planning Board • Central New York Regional Transportation Authority • Central New York Regional Planning and Development Board • Federal Transit Administration • Federal Highway Administration

If you have any comments on the updated document before it is brought forward for SMTC Committee approval, please send them by **Friday, January 24, 2014**, to Mario Colone, Syracuse Metropolitan Transportation Council, 126 N. Salina St., Ste. 100, Syracuse, NY 13202 or mcolone@smtcmpo.org.

Thank you for your participation in the update process. If you have any questions about the Coordinated Plan please feel free to contact me at (315) 422-5716 or mcolone@smtcmpo.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Mario Colone", written in a cursive style.

Mario Colone
Program Manager

cc: James D'Agostino, SMTC Director



BEST LOCAL CLASSIFIEDS

AD TEXT

Other Legals

SMTC seeks Job Access and Reverse Commute and New Freedom Funding Applications The Syracuse Metropolitan Transportation Council (SMTC) announces the availability of 2012 Federal Transit Administration funding assistance from the Job Access and Reverse Commute and New Freedom programs. Potential applicants interested in submitting an application may request an application package from Mario Colone, Program Manager, by telephone number: 315-422-5716; mailing address: Syracuse Metropolitan Transportation Council, 126 North Salina St., Suite 100, Syracuse, NY 13202; or e-mail: mcolone@smtcmpo.org . An electronic project application and additional information is also found on the RFP section of the SMTC web site at www.smtcmpo.org . Applications must be received in the offices of the Syracuse Metropolitan Transportation Council no later than 4:00 p.m. EST on September 28, 2012.

Related Categories: Notices and Announcements - Legal Notice

Published on *Syracuse.com* and/or *The Post Standard* 8/31. Updated 8/31.



Syracuse Metropolitan Transportation Council

Mario Colone
Program Manager, SMTC
100 Clinton Square, Suite 100
126 N. Salina St.
Syracuse, NY 13202

100 Clinton Square
126 North Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

August 29, 2012

Dear Interested Party:

The Syracuse Metropolitan Transportation Council (SMTC) is working on updating the area's locally developed *Coordinated Public Transit – Human Services Transportation Plan* (Coordinated Plan). The initial Coordinated Plan was finalized in December 2008 and contains various strategies and activities for implementation. The Coordinated Plan is written to include the following components:

1. An assessment of available services that identifies current transportation providers (public, private, and non-profit);
2. An assessment of needs for individuals with disabilities, older adults, and people with low incomes;
3. Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing strategies and/or activities identified.

To assist with this 2012 update effort, the SMTC requests that the attached transportation services questionnaire be completed and returned by Friday, September 21, 2012. If you would prefer to complete an electronic version, one is available through the SMTC web site at www.smtcmpo.org.

Responses should be sent to Mario Colone, Syracuse Metropolitan Transportation Council, 126 N. Salina St., Ste. 100, Syracuse, NY 13202 or mcolone@smtcmpo.org.

If you have any questions about the Coordinated Plan and/or the transportation services questionnaire please feel free to contact me at (315) 422-5716 or mcolone@smtcmpo.org.

Sincerely,

Mario Colone
Program Manager

cc: James D'Agostino, SMTC Director

The Metropolitan Planning Organization

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Syracuse Metropolitan Transportation Council

Mario Colone
Program Manager, SMTC
100 Clinton Square, Suite 100
126 N. Salina St.
Syracuse, NY 13202

100 Clinton Square
126 North Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
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www.smtcmpo.org

August 28, 2012

Dear Interested Party:

The Syracuse Metropolitan Transportation Council (SMTC) is initiating the competitive selection process for receipt of 2012 Job Access and Reverse Commute (JARC, Section 5316) and/or New Freedom (Section 5317) funding from the Federal Transit Administration (FTA). These programs are administered by the FTA to improve and expand on the mobility options for low-income persons and persons with a disability. The JARC program funds services to transport low-income individuals to and from jobs and job-related activities. The New Freedom program supports new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990.

For this 2012 solicitation cycle, \$263,973 of JARC and \$142,866 of New Freedom funds are available for eligible projects. JARC and New Freedom funding is available to state or local governments, private non-profit organizations, and operators of public transportation services. As required by federal legislation, applicants applying for funding under the JARC and/or New Freedom programs must be selected competitively. Projects must be derived from a locally developed human services transportation coordinated plan. The SMTC's Coordinated Plan is available at the SMTC office or online at: www.smtcmpo.org under the "final reports" section. Please note the following information as it relates to the 2012 application process:

- I. The deadline for the submission of JARC and/or New Freedom funding applications is **September 28, 2012.**
- II. Copies of the project application must be submitted to the SMTC on the SMTC created application form. The application and instructions for their completion can be obtained from the SMTC web site under the "RFPs" section. If you would like a hard copy of the application, please contact Mario Colone, Program Manager, via e-mail at mcolone@smtcmpo.org.

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- III. Be aware that these are reimbursement programs that require either a 20% non-federal cost sharing for capital projects or a 50% non-federal cost sharing for operating projects. As these are reimbursement programs, sponsors are required to pay all costs up front.
- IV. Eligible applicants may be required to present their proposal at a public information session. All project applications will be evaluated using the criteria contained within the application.
- V. The Central New York Regional Transportation Authority (CNYRTA) is the designated recipient for JARC and New Freedom funds in the SMTC Metropolitan Planning Area (MPA). The SMTC MPA is comprised of all of Onondaga County and small portions of Oswego and Madison counties. One key role of the designated recipient for these programs is to receive and apportion the JARC and New Freedom funding. These federal funds are to be allocated to subrecipients in the MPA through the competitive selection process as required by federal law.
- VI. Prior to funding dispersal, subrecipients must enter into a formal agreement/contract with the CNYRTA, as they are the designated recipient; failure to satisfy all designated recipient contract agreements is grounds for funding rescission.
- VII. All CNYRTA, New York State, and FTA project development procedures, requirements, and policies are binding.

The SMTC will be available to help answer questions related to the JARC/New Freedom programs. The CNYRTA staff will be available to assist with any questions regarding insurance requirements, FTA Master Agreement, Certifications & Assurances, and Lobbying Certifications contained within the application package.

As a final note, please be advised that this will be the final application process for JARC and New Freedom funds. The current federal transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), modified these programs and consolidated their activities into existing formula programs; JARC into Section 5307 (Urban Area Formula) and New Freedom into Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities). However, the SMTC will continue to solicit the public for receipt of funding as required by the FTA for the Section 5310 formula program.

If you have other transportation and community issues you would like to discuss, please do not hesitate to contact me at (315) 422-5716.

Sincerely yours,



James D'Agostino
Director

cc: Mario Colone, SMTC



Syracuse Metropolitan Transportation Council

100 Clinton Square
126 North Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

August 21, 2012

Attn: Thomas Vaughn
NYS Department of Transportation
Public Transportation Bureau
50 Wolf Road, POD 54
Albany, NY 12232

Dear Mr. Vaughn:

Enclosed please find four proposed Section 5310 project evaluation forms within the Syracuse Metropolitan Transportation Council (SMTC) planning area and one evaluation spreadsheet:

- 1) Catholic Charities of the Roman Catholic Diocese of Syracuse;
- 2) Loretto Independent Living Services;
- 3) St. Camillus Residential Healthcare Facility; and
- 4) The Salvation Army.

Funding for these projects will ensure that essential and necessary transportation services are being provided to underserved populations throughout the community.

Thank you for the opportunity to evaluate these FFY 2012 Section 5310 grant applications.

Sincerely,

A handwritten signature in black ink, appearing to read "Mario A. Colone", written in a cursive style.

Mario A. Colone
Program Manager

The Metropolitan Planning Organization

Office of the Mayor • Syracuse Common Council • Syracuse Planning Commission • CenterState Corporation for Economic Opportunity • New York State Department of Transportation • New York State Department of Environmental Conservation • New York State Department of Economic Development • New York State Thruway Authority • Office of the County Executive • Onondaga County Legislature • Onondaga County Planning Board • Central New York Regional Transportation Authority • Central New York Regional Planning and Development Board • Federal Transit Administration • Federal Highway Administration



Syracuse Metropolitan Transportation Council

100 Clinton Square
126 N. Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

MEMORANDUM

DATE: May 25, 2012
TO: Linda McNally, Salvation Army
FROM: Mario Colone, Program Manager *MC*
RE: Coordinated Plan Certification Letter
CC: James D'Agostino, Director

As required in the State's Section 5310 application package, prospective applicants must submit a certification letter from the local Metropolitan Planning Organization (MPO). Enclosed, please find one signed original copy of the Section 5310 certification letter for inclusion in your application package. The letter is addressed to Mr. Matthew Haas, NYSDOT Public Transportation Bureau.

Additionally, the Syracuse Metropolitan Transportation Council, as the area's local MPO, is requiring all potential applicants to fill-out a transportation services questionnaire developed for the Coordinated Public Transit - Human Services Transportation Plan. Our files indicate that Salvation Army has not completed said questionnaire. Please fill out and return the attached questionnaire to:

Attention Mario Colone
Syracuse Metropolitan Transportation Council
126 North Salina Street, Suite 100
Syracuse, NY 13202

If you have any questions, please feel free to contact me at (315) 422-5716 or mcolone@smtcmpo.org.

The Metropolitan Planning Organization

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100 Clinton Square
126 North Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmto.org

May 25, 2012

Mr. Matthew Haas
New York State Department of Transportation
Public Transportation Bureau
50 Wolf Road, POD 54
Albany, NY 12232

Dear Mr. Haas:

The Salvation Army is applying to the New York State Department of Transportation (NYSDOT) for a Section 5310 grant to purchase 2 Type III buses to provide specialized transportation service for elderly individuals and individuals with disabilities.

As the Metropolitan Planning Organization that covers the proposed project for Section 5310 federal funding, we hereby certify that Salvation Army is part of the local Coordinated Public Transit-Human Services Transportation planning efforts for the area of proposed service. The area's locally developed Coordinated Plan was finalized in December 2008 and included participation and collaboration between human service agencies, members of the public and transportation providers. The proposed vehicle procurement project is consistent with the Coordinated Plan.

Sincerely,

Mario Colone
Program Manager

cc: Linda McNally, Salvation Army
James D'Agostino, Director, SMTC

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126 N. Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmto.org

M E M O R A N D U M

DATE: May 17, 2012
TO: Toni Maxwell, Catholic Charities of Onondaga County
FROM: Mario Colone, Program Manager *MC*
RE: Coordinated Plan Certification Letter
CC: James D'Agostino, Director

Enclosed, please find one signed original copy of the Section 5310 certification letter as required by the New York State Department of Transportation for inclusion in your application package. The letter is addressed to Mr. Matthew Haas, NYSDOT Public Transportation Bureau.

If you have any questions, please feel free to contact me at (315) 422-5716 or mcolone@smtcmto.org.

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100 Clinton Square
126 North Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

May 17, 2012

Mr. Matthew Haas
New York State Department of Transportation
Public Transportation Bureau
50 Wolf Road, POD 54
Albany, NY 12232

Dear Mr. Haas:

The Catholic Charities of Onondaga County is applying to the New York State Department of Transportation (NYSDOT) for a Section 5310 grant to purchase 1 Type I-A buses to transport elementary and teenage children with disabilities to and from regular and special afterschool program activities at Catholic Charities sites during the school year and to and from full day programs during the summer months.

As the Metropolitan Planning Organization that covers the proposed project for Section 5310 federal funding, we hereby certify that Catholic Charities of Onondaga County is part of the local Coordinated Public Transit-Human Services Transportation planning efforts for the area of proposed service. The area's locally developed Coordinated Plan was finalized in December 2008 and included participation and collaboration between human service agencies, members of the public and transportation providers. The proposed vehicle procurement project is consistent with the Coordinated Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "James D'Agostino", is written over a long, sweeping horizontal line that extends across the page.

James D'Agostino
Director

cc: Toni Maxwell, Catholic Charities of Onondaga County
Mario Colone, SMTC

The Metropolitan Planning Organization

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100 Clinton Square
126 N. Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmptpo.org

M E M O R A N D U M

DATE: April 30, 2012
TO: Pete Smith, PACE CNY/Loretto
FROM: Mario Colone, Program Manager *MC*
RE: Coordinated Plan Certification Letter
CC: James D'Agostino, Director

Enclosed, please find one signed original copy of the Section 5310 certification letter as required by the New York State Department of Transportation for inclusion in your application package. The letter is addressed to Mr. Matthew Haas, NYSDOT Public Transportation Bureau.

If you have any questions, please feel free to contact me at (315) 422-5716 or mcolone@smtcmptpo.org.

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100 Clinton Square
126 North Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

April 30, 2012


Mr. Matthew Haas
New York State Department of Transportation
Public Transportation Bureau
50 Wolf Road, POD 54
Albany, NY 12232

Dear Mr. Haas:

PACE CNY/Loretto is applying to the New York State Department of Transportation (NYSDOT) for a Section 5310 grant to purchase 4 Type III vans to provide specialized transportation service for elderly individuals and individuals with disabilities.

As the Metropolitan Planning Organization that covers the proposed project for Section 5310 federal funding, we hereby certify that PACE CNY/Loretto is part of the local Coordinated Public Transit-Human Services Transportation planning efforts for the area of proposed service. The area's locally developed Coordinated Plan was finalized in December 2008 and included participation and collaboration between human service agencies, members of the public, and transportation providers. The proposed vehicle procurement project is consistent with the Coordinated Plan.

Sincerely,



James D'Agostino
Director

cc: Pete Smith, PACE CNY
Mario Colone, SMTTC

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Office of the Mayor • Syracuse Common Council • Syracuse Planning Commission • CenterState Corporation for Economic Opportunity • New York State Department of Transportation • New York State Department of Environmental Conservation • New York State Department of Economic Development • New York State Thruway Authority • Office of the County Executive • Onondaga County Legislature • Onondaga County Planning Board • Central New York Regional Transportation Authority • Central New York Regional Planning and Development Board • Federal Transit Administration • Federal Highway Administration



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Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smttempo.org

M E M O R A N D U M

DATE: April 30, 2012
TO: Donna Enslow, St. Camillus Health and Rehabilitation Center
FROM: Mario Colone, Program Manager *MC*
RE: Coordinated Plan Certification Letter
CC: James D'Agostino, Director

Enclosed, please find one signed original copy of the Section 5310 certification letter as required by the New York State Department of Transportation for inclusion in your application package. The letter is addressed to Mr. Matthew Haas, NYSDOT Public Transportation Bureau.

If you have any questions, please feel free to contact me at (315) 422-5716 or mcolone@smttempo.org.

The Metropolitan Planning Organization

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April 30, 2012

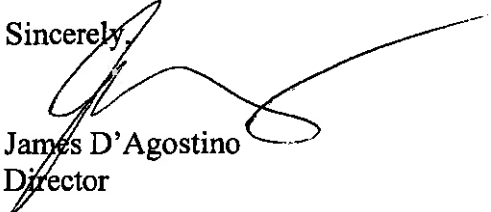
Mr. Matthew Haas
New York State Department of Transportation
Public Transportation Bureau
50 Wolf Road, POD 54
Albany, NY 12232

Dear Mr. Haas:

The St. Camillus Health and Rehabilitation Center is applying to the New York State Department of Transportation (NYSDOT) for a Section 5310 grant to purchase 2 Type I buses to provide specialized transportation service for elderly individuals and individuals with disabilities.

As the Metropolitan Planning Organization that covers the proposed project for Section 5310 federal funding, we hereby certify that St. Camillus Health and Rehabilitation Center is part of the local Coordinated Public Transit-Human Services Transportation planning efforts for the area of proposed service. The area's locally developed Coordinated Plan was finalized in December 2008 and included participation and collaboration between human service agencies, members of the public, and transportation providers. The proposed vehicle procurement project is consistent with the Coordinated Plan.

Sincerely,



James D'Agostino
Director

cc: Donna Enslow, St. Camillus Health and Rehabilitation Center
Mario Colone, SMTC

The Metropolitan Planning Organization

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Appendix D

List of Human/Transportation Services Organizations

March of Dimes
401 N. Salina St.
Suite 304
Syracuse, NY 13203

Area North Transportation Services
Salina Civic Center
2826 LeMoyne Ave.
Mattydale, NY 13211

Girl Scout Council of CNY
The Promise Center
8170 Thompson Road
Cicero, NY 13039

Hillside Children's Center
215 Wyoming St.
Syracuse, NY 13204

Homebound Transportation, Onondaga
County Dept. of Social Services
421 Montgomery St.
Syracuse, NY 13202

Lanpher's Taxi
4333 LaFayette Road
Jamesville, NY 13078

Vera House
6181 Thompson Road
Suite 100
Syracuse, NY 13206

Camillus Area Transport
25 1/2 First St.
Camillus, NY 13031

CS Taxi
PO Box 54
Syracuse, NY 13212-0054

Liverpool Transport
PO Box 83
Liverpool, NY 13088

Murphy Taxi
6773 Plainville Rd.
Memphis, NY 13112

RB Transport
902 Beley Ave
Syracuse, NY 13211

Fayetteville-Manlius FISH
PO Box 272
Fayetteville, NY 13066-0272

Ike Achufusi
NYS, DOT
333 E. Washington St.
Syracuse, NY 13202

Mike Addario
Rural Metro
PO Box 671
Syracuse, NY 13201

Jodi Badman
President/Owner, Blue Chip Transportation
550 E. Brighton Ave.
Syracuse, NY 13210

Joanne Balestra
AIDS Community Resources, Inc.
627 W. Genesee St.
Syracuse, NY 13204

Cynthia W. Barnaby
Executive Director, Community Options,
Inc.
216 West Manlius Street
E. Syracuse, NY 13057

Roosevelt Baums
Facilitator, First United Methodist Church
of Minoa, TNT Sector 6
436 West Ostrander Avenue
Syracuse, NY 13205

Tom Bazydlo
Northeast Community Center
716 Hawley Ave.
Syracuse, NY 13203

Ramona Bellavia
Bellavia Transportation
112 E. Second St.
E. Syracuse, NY 13057

Mark Bragman
Mark's Transportation
3208 Howlett Hill Road
Camillus, NY 13031

Sean Broderick
A&E Transportation Services, Inc.
PO Box 189
Oswego, NY 13216

David Butler
TLC Medical Transportation
638 Burnet Ave.
Syracuse, NY 13203

Anthony Calarese
Speedy Medical Transportation
219 South Center St.
East Syracuse, NY 13057

Frank Caputo
Disabled American Veterans Transportation
VA Hospital
800 Irving Ave.
Syracuse, NY 13210

Eleanor Carr
Catholic Charities
1654 W. Onondaga St.
Syracuse, NY 13204

Debra Chaiken
Executive Director, Aurora of Central New
York
518 James Street
Syracuse, NY 13203-2219

Linda Cleary
Consortium for Children's Services
2122 Erie Blvd. E
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Appendix E

Transportation Services Questionnaire

Transportation Services Questionnaire

SECTION A: ORGANIZATIONAL INFORMATION

Organization: _____
Address: _____
Contact Person: _____
Title: _____
Phone: _____ Ext: _____ Fax: _____
Email: _____

A1. Which of the following describes your organization? (Please check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> Government (Please specify) | <input type="checkbox"/> Private (Please specify) |
| <input type="checkbox"/> Municipal | <input type="checkbox"/> Not-For-Profit |
| <input type="checkbox"/> County | <input type="checkbox"/> For Profit |
| <input type="checkbox"/> State | <input type="checkbox"/> Transportation Agency |
| <input type="checkbox"/> Federal | <input type="checkbox"/> Human Service Agency |

A2. Please indicate which service(s) your organization provides? (Please check all that apply. Refer to definitions on the last page for assistance)

- | | |
|--|--|
| <input type="checkbox"/> My agency does not purchase, operate or arrange transportation services. (Please skip to Section C if checked) | <input type="checkbox"/> <u>Volunteer driver</u> programs |
| <input type="checkbox"/> <u>Fixed route, fixed schedule</u> services... | <input type="checkbox"/> <u>Subsidies / reimbursements</u> to clients/riders who arrange for their own transportation (Please indicate \$ per year): |
| <input type="checkbox"/> Operated internally | <input type="checkbox"/> <u>Bus tickets or passes</u> for your clients (Please indicate \$ per year): |
| <input type="checkbox"/> Contracted through: | <input type="checkbox"/> Other services / programs (Please specify): |
| <input type="checkbox"/> <u>Demand responsive</u> services... | |
| <input type="checkbox"/> Utilizing paid drivers | |
| <input type="checkbox"/> Utilizing volunteer drivers | |
| <input type="checkbox"/> Contracted through: | |

SECTION B: TRANSPORTATION PROGRAM PROFILE

Please complete this section only if you indicated a service on Question A2.

B1. What are the geographic limits of your transportation service area?

- | | |
|--|---|
| <input type="checkbox"/> City of Syracuse limits | <input type="checkbox"/> Other geographic boundary: |
| <input type="checkbox"/> Onondaga County limits | |

B2. Please indicate your payment policy:

- | | |
|---|---------------------------------|
| <input type="checkbox"/> Fare (Amount): | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Donation | |

B3. Who is eligible to receive your transportation services? (Please check all that apply.)

- ☐ The general public ☐ Persons with disabilities ☐ Persons of a certain income (Please specify):
- ☐ Clients of our agency only ☐ Elderly persons (Over age):
- ☐ Other:

B4. For which of the following trip purposes does your organization provide transportation services? (Please check all that apply.)

- ☐ Health/medical (e.g., trips to the doctor, clinic, drug store treatment center) ☐ Employment (e.g., trips to job interview sites or places of employment, etc.)
- ☐ Nutrition (e.g., trips to a nutrition site) ☐ Shopping / Personal needs (e.g., trips to the mall, barber, beauty shop, etc.)
- ☐ Social (e.g., visits to friends/relatives) ☐ Social services (e.g., trips to social service centers, adult daycare, etc.)
- ☐ Recreation (e.g., trips to cultural, social, athletic events) ☐ Other:
- ☐ Education/training (e.g., trips to training centers, schools, etc.)

B5. What are your organization's main sources of funding for transportation services?

Name of Funding Source:

Approximate Percent:

B6. Please provide information about each type of vehicle your agency owns. (If you have recently completed a similar fleet inventory for another agency, you may attach a copy of that inventory in place of the following chart. If your agency does not own or lease vehicles for transportation services, please skip this question).

Vehicle Type	# of Vehicles	Seating Capacity	Wheelchair Access?	Wheelchair Capacity
EXAMPLE: Van	1	8 ambulatory	Yes	2 wheelchairs

B7. Quantify the services you provide: (Refer to definitions on the last page for assistance)

	One-way passenger trips	Total vehicle miles	Total vehicle hours
Annually (FY11 or prior full year):			
In a typical month (current year):			

B8. Please fill in the schedule below with “1”, “2” and “3” to reflect (1) your typical hours of operation, (2) peak hours and (3) off peak hours. (The line at the top of the box indicates the beginning of the hour)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5:00 AM							
6:00							
7:00							
8:00							
9:00							
10:00							
11:00							
12:00 PM							
1:00							
2:00							
3:00							
4:00							
5:00							
6:00							
7:00							
8:00							
9:00							
10:00							
11:00							
12:00 AM							
1:00							
2:00							
3:00							
4:00							

B9. Please describe the use of your vehicles during a typical day.

Peak service situation:

Number of vehicles in operation:

Room for additional riders:

☐ Yes (How many per vehicle):

☐ No

Off peak service situation:

Number of vehicles in operation:

Room for additional riders:

☐ Yes (How many per vehicle):

☐ No

When vehicles are not transporting riders, are they used for other purposes?

☐ Yes (Specify below):

☐ No

SECTION C: COORDINATION OF TRANSPORTATION SERVICES

C1. Do you coordinate transportation services for other organizations?

- ☐ My agency provides transit services. ☐ My agency receives transit services. ☐ Neither one. (Please skip to Question C2)

C1a. With whom does your agency coordinate services?

C1b. Please elaborate upon which services your agency coordinates:

- ☐ Fixed route, fixed schedule services ☐ Other services / programs (Please specify):
☐ Demand responsive services
☐ Volunteer driver programs

C1c. Describe the reimbursement arrangement(s):

C2. Please indicate (additional) services your organization could provide to another agency or agencies.

- ☐ My agency is not interested / not able to provide services to other agencies. ☐ Volunteer driver programs
☐ Fixed route, fixed schedule services ☐ Other services / programs:
☐ Demand responsive services

C3. Please indicate (additional) services your organization could receive from another agency or agencies.

- ☐ My agency is not interested receiving services from other agencies. ☐ Volunteer driver programs
☐ Fixed route, fixed schedule services ☐ Other services / programs:
☐ Demand responsive services

C4. Identify any transportation service gaps that currently exist in the planning area.

- ☐ Geographic gaps (Where):
☐ Time gaps (When):
☐ Costs concerns (Specify):
☐ Quality concerns (Specify):
☐ Other:

C5. What barriers (real or perceived) are preventing the coordination of existing transportation services in your area?

C5a. What strategies would alleviate the barriers?

C6. Is your organization interested in jointly purchasing and sharing vehicles with another agency?

- | | | |
|--|---|--|
| <input type="checkbox"/> Yes, if the price and
quality of service meets
my agency's needs. | <input type="checkbox"/> No
<input type="checkbox"/> Maybe | <input type="checkbox"/> My agency does not
own vehicles. |
|--|---|--|

C7. If fixed route bus service is available in your area, are your agency's clients able to use it?

- | | |
|------------------------------|---|
| <input type="checkbox"/> Yes | <input type="checkbox"/> Maybe |
| <input type="checkbox"/> No | <input type="checkbox"/> Service is not available |

C8. Indicate any transportation service overlaps in the region:

C8a. What strategies would alleviate these overlaps?

C9. Please provide additional comments or general ideas to enhance collaboration below.

Thank you for your time!

DEFINITIONS

Coordinated Transportation Services: A cooperative arrangement between human service agencies and/or transportation providers to combine or consolidate some or all transportation functions or activities of the different organizations, in order to improve the efficiency and effectiveness of an area's transportation system. Many types and degrees of coordination exist, from vehicle sharing or the joint procurement of equipment or services to the performance of centralized administration and other functions by a single entity acting as a transportation broker. The intended result of coordination is lower costs for participating organizations through greater efficiency, which can mean better transportation services for the region.

Curb-to-Curb: Service is provided to the passenger's particular origin or destination. The driver offers no assistance other than operating the wheelchair lift, ramp and tie down.

Demand Responsive Transportation Service: A service characterized by flexible routes and time schedules. The pick-up and drop-off locations and the vehicle routes will vary depending on rider requests. Riders typically call or arrange service in advance.

Door-through-Door: The driver escorts the passenger to or from the vehicle and *through* the front entrance of the building.

Door-to-Door: The driver escorts the passenger to or from the vehicle and the front entrance of the building.

Fixed Route, Fixed Schedule Transportation Service: Transit service that operates over specified routes according to an established schedule. Passengers may board or be discharged at designated points along the route.

One-Way Passenger Trips: A one-way passenger trip consists of one person riding one-way from an origin to a destination. Thus, a round trip by one person is considered as two "one-way passenger trips."

Syracuse Metropolitan Transportation Council (SMTTC): This is the Syracuse-area Metropolitan Planning Organization (MPO), a federally mandated agency responsible for administering the continuous and comprehensive transportation planning process for Onondaga County and portions of Madison and Oswego Counties. The MPO provides a forum for cooperative decision making in the development of transportation plans, programs and recommendations.

Vehicle-Hours of Service: The total number of hours that vehicles are in use to provide transportation service. For example, if three vehicles are used to provide transportation and each is in operation 40 hours a week, 52 weeks a year, there would be 6,240 vehicle-hours of service provided.

Vehicle-Miles of Service: The total number of miles traveled by vehicles providing transportation service. For example, if three vehicles are used to provide transportation, and they each travel 30,000 miles in a given year, there would be 90,000 vehicle-miles of service provided.