

2013



Coordinated Public Transit/Human
Services Transportation Plan



This study was funded by the Federal Transit Administration (FTA) Metropolitan Planning Program. The views expressed herein are solely those of the Binghamton Metropolitan Transportation Study, and do not represent an official position of the FTA.

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY POLICY COMMITTEE

RESOLUTION 2013-13 accepting the *Coordinated Public Transit Human Services Transportation Plan Update*

WHEREAS the Binghamton Metropolitan Transportation Study Policy Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Binghamton Urban Area, and

WHEREAS Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Unified Planning Work Program which shall annually describe all urban transportation and transportation related planning activities anticipated within the next one or two year period, and will document the work to be performed with technical assistance provided under the Federal Highway Administration metropolitan planning (PL) program and the Federal Transit Administration Section 5303 program, and

WHEREAS the BMTS Policy Committee has created a Planning Committee of technical representatives to advise it on matters concerning the implementation of the urban transportation planning process, and

WHEREAS the approved 2012-2013 Unified Planning Work Program included an FTA funded task to perform an update to the 2007 BMTS Coordinated Public Transit Human Services Transportation Plan, and

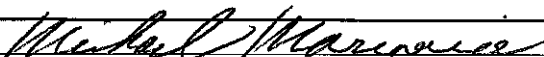
WHEREAS BMTS staff has conducted the study, met with local municipal representatives, human service agencies and conducted public meetings and then prepared a final report describing the findings and including recommendations for the consideration of the affected agencies and municipalities and,

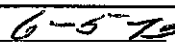
WHEREAS the BMTS Planning Committee unanimously recommended on April 11, 2013 that the Policy Committee accept the Coordinated Public Transit Human Services Transportation Plan Update,

NOW THEREFORE BE IT RESOLVED THAT the Binghamton Metropolitan Transportation Study Policy Committee accepts the Coordinated Transit Human Services Transportation Plan Update.

CERTIFICATION OF RESOLUTION 2013-13

I, the undersigned, duly elected Chair of the Binghamton Metropolitan Transportation Study Policy Committee, do hereby certify that the foregoing is a true and correct copy of BMTS Policy Committee Resolution 2013-13 adopted by consensus this 6th day of June, 2013.


Michael Marinaccio, Chair


Date

Section 1: Introduction

The Binghamton Metropolitan Transportation Study (BMTS) has been designated by the Governor of New York as the Metropolitan Planning Organization (MPO), required by Federal transportation law, for the Binghamton Urban Area. BMTS, together with the State, are responsible for the comprehensive, continuing, and cooperative transportation planning process for the Binghamton Urban Area.

Based on a requirement from the previous federal transportation bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), BMTS developed a the Coordinated Public Transit – Human Services Transportation Plan in 2007. The current federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21) continues the requirement of a Coordinated Transportation Plan.

This 2013 Coordinated Plan update builds upon the foundation of the 2007 Plan for Broome and Tioga Counties. The objective of this effort is to revisit the previous plan, update local and regional demographics and transportation needs and continue to strive towards development of a more efficient, integrated and coordinated network of services. The goal of this update is to move beyond the initial planning efforts of the 2007 plan and focus efforts more on implementation and/or addressing barriers to coordination.

Federal legislation requires that the Coordinated Plan include the following components:

- An inventory and assessment of available services that identifies current transportation providers from the public, private, and nonprofit sectors;
- An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited means
- Strategies to address identified gaps in service and achieve efficiencies in service delivery and eliminate or reduce duplication in services for more efficient utilization of resources;
- Priorities and/or projects based on resources, time, and feasibility for implementing the specific strategies/activities identified.

Under SAFETEA-LU, transportation projects funded through three specific programs were required to be derived from a locally, developed coordinated human services transportation plan. These Federal Transit Administration (FTA) programs included the Section 5310: Specialized Transportation for Elderly and Individuals with Disabilities Program, Section 5316: Job Access and Reverse Commute Program (JARC), and Section 5317: New Freedom.

- **Section 5310: Specialized Transportation for Elderly and Individuals with Disabilities Program**

Funds for this program are allocated by a population-based formula to provide non-profit organizations assistance in the purchase of vehicles to meet the specialized transportation needs of older adults and individuals with disabilities. Typically, vans or small buses are purchased through this initiative. Through the Section 5310 grant, the federal government covers 80% of the cost of the equipment purchased, with the remaining 20% match provided by the applicant organization.

- **Section 5316: Job Access Reverse Commute Program (JARC)**

JARC is a formula program for local government authorities/agencies (including federally recognized Native American tribes) and non-profit agencies to develop transportation services to transport welfare recipients and low-income persons to and from jobs (Job Access); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute).

- **Section 5317: New Freedom Program**

New Freedom is a formula grant program for public or alternative transportation services and facility improvements to address the needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA).

The current bill, MAP-21, contains some changes to the way that funding for transit is programmed. The notable changes that pertain to this plan include the elimination of funding for the Job Access and Reverse Commute (JARC) and the New Freedom (5317) programs. The FTA programs are now: Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities. The former New Freedom program (5317) is folded into this program; Section 5311: Rural Area Formula Grants (previous activities eligible under JARC for rural areas are now eligible under this program); and Section 5307: Urbanized Area Formula Grants (previous activities eligible under JARC for urban areas are now eligible under this program). Below are three links that further explain the funding sources and eligibility under MAP-21:

- [Section 5307](http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Urbanized_Area_Formula_Grants.pdf) - http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Urbanized_Area_Formula_Grants.pdf
- [Section 5310](http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf) - http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf
- [Section 5311](http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Formula_Grants_for_Rural_Areas.pdf) - http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Formula_Grants_for_Rural_Areas.pdf

Section 2: Plan Methodology & Outreach

As part of the update for the 2013 Plan, transportation providers in Broome and Tioga Counties were contacted and asked to fill out a survey. The survey provided information that allowed us to update our transportation provider inventory and also provided important information about the nature of the transportation provided, including the population served, restrictions on eligibility to use the service, and the geographic service area of the system. The survey can be found in Appendix A.

Public meetings were held to solicit comments from the public and human service agencies to help to reconfirm the already known gaps in the current transportation system and collect information on any new unmet transportation needs for individuals with disabilities, low or limited incomes, and older adults in Broome and Tioga Counties. See Appendix B for the public meeting schedule.

Data collection and analysis of the 2010 U.S. Census was done to better understand the demographics of Broome and Tioga County and the needs of the target population of this plan.

The next part of the update was to develop strategies/potential projects to address unmet needs. The Coordinated Plan Steering Committee, which was created to play an advisory role in the creation of the initial Coordinated Plan, continues to meet on a quarterly basis and has provided valuable input for this Plan update. A list of participating agencies on the Coordinated Plan Steering Committee is shown below.

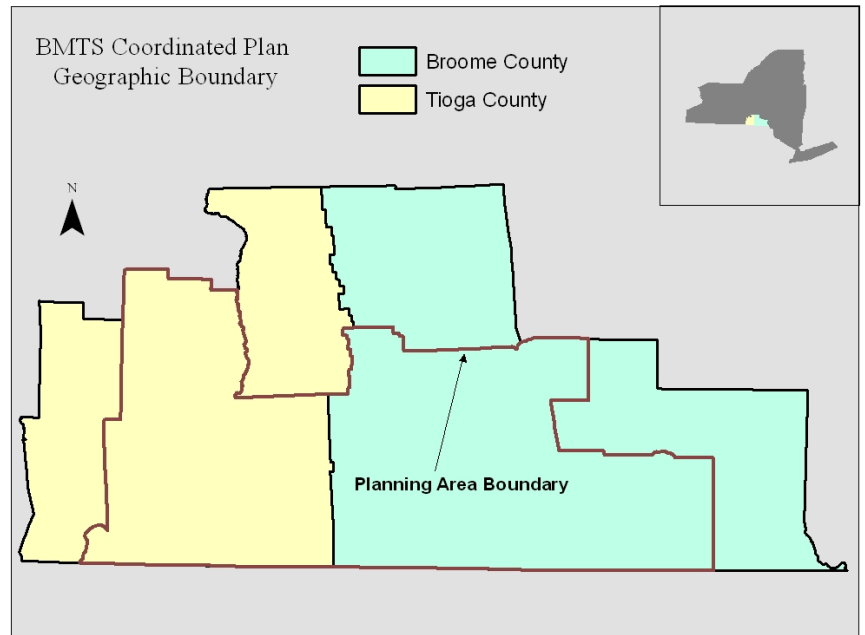
- Broome County Department of Public Transportation
- Broome County Office for Aging (OFA)
- New York State Department of Transportation (NYSDOT) Region 9
- Rural Health Network of South Central New York
- Southern Tier Independence Center (STIC)
- Tioga County Department of Social Services
- Broome Tioga Mobility Management Project (BTMMP)
- Faith in Action (Broome County Council of Churches)
- American Cancer Society
- Retired and Senior Volunteer Program
- ACHIEVE

A review period for the draft document was established with adoption by the BMTS Policy Committee in June 2013.

Section 3: Demographic Profile of Target Population

Planning Area Description

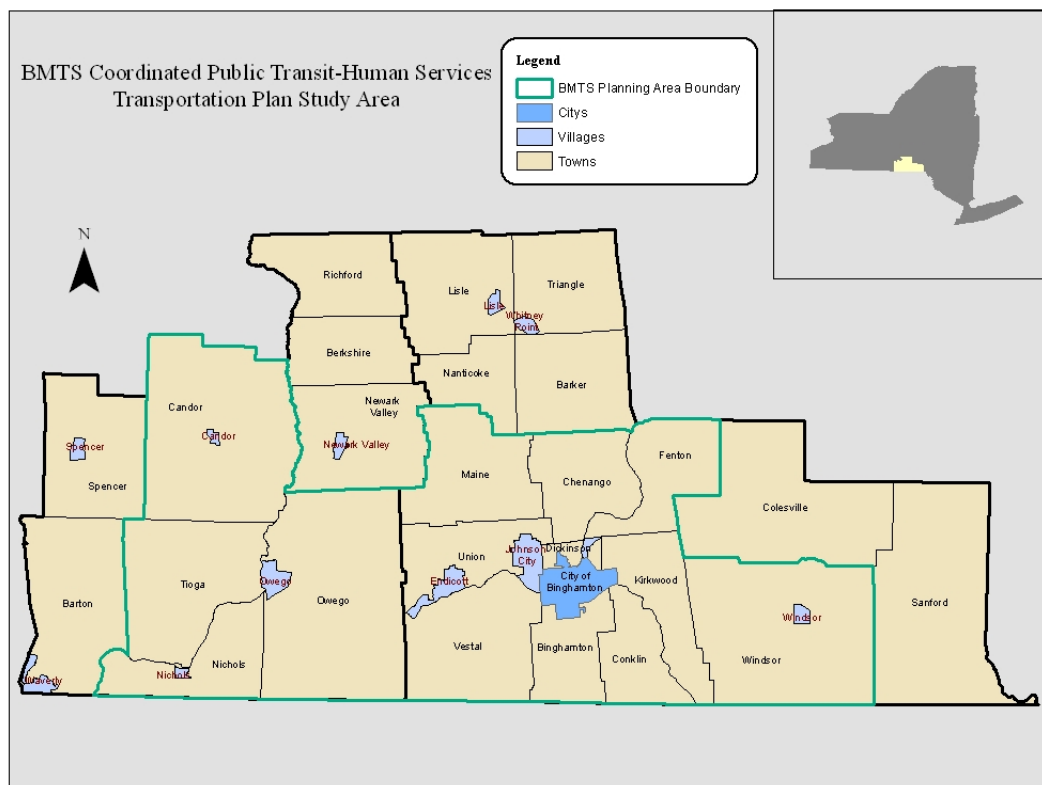
The BMTS Planning Area includes not only the urban core of Binghamton, Johnson City, and Endicott, but also suburban areas stretching from just west of the Town of Owego to Chenango Bridge, Conklin, and Kirkwood. Although this is the usual geographic extent of many of BMTS' planning projects, it was decided to include all of Broome and Tioga Counties for analysis purposes of this plan (*See Map 1*).



Map 1- Geographic Extent of Coordinated Plan Study Area

As mentioned above, under SAFETEA-LU, transportation projects funded through three specific programs were required to be derived from a locally developed coordinated human services transportation plan. Having the plan update include all of Broome and Tioga County allows the rural areas within the counties to be included in this plan and be eligible to apply for funding available to rural areas. These Federal Transit Administration (FTA) programs include the Section 5310: Specialized Transportation for Elderly and Individuals with Disabilities Program and the Rural Area Formula program (5311).

There are 38 separate municipalities within Broome and Tioga Counties, including 12 villages, 25 towns, and the City of Binghamton. Map 2 shows the municipalities within Broome and Tioga Counties.



Map 2- Municipalities within the Coordinated Plan Study Area

Population Overview

Broome County's 2010 population, according to the U.S. Census was 200,600; an increase of 64 people over the 2000 U.S. Census population of 200,536. Tioga County experienced a decline in population of 659 over the past ten years, making their current population at 51,125 (See Table 1).

The Town of Nanticoke and the Town of Conklin saw the greatest decrease in population from 2000-2010 in Broome County, with -8.40% and -6.59%, while the Town of Vestal experienced the only significant gain with 5.68% or 1,508 people.

In Tioga County, The Town of Spencer and the Town of Berkshire both saw the largest gains in population with 5.84% and 3.37% while the Town of Newark Valley had a loss of -3.69% and the Town of Owego had a loss of -2.37%. The rest of the municipalities remained relatively stable with only minor fluxes in their populations.

The more urban areas of the county are continuing to experience losses in population while the more suburban and rural areas are experiencing slight growth. As residents locate further from the city center and existing transportation resources, their transportation needs change.

Broome County	Population			% Change	% Change
	1990	2000	2010		
Municipality				1990-2010	2000-2010
Barker town	2,714	2,738	2,727	0.88%	-0.40%
Binghamton city	53,008	47,380	47,391	-10.62%	0.02%
Binghamton town	5,006	4,969	4,941	-0.74%	-0.56%
Chenango town	12,310	11,454	11,277	-6.95%	-1.55%
Colesville town	5,590	5,441	5,257	-2.67%	-3.38%
Conklin town	6,265	5,940	5,528	-5.19%	-6.94%
Dickinson town	5,486	5,335	5,317	-2.75%	-0.34%
Fenton town	7,236	6,909	6,715	-4.52%	-2.81%
Kirkwood town	6,096	5,651	5,822	-7.30%	3.03%
Lisle town	2,486	2,707	2,742	8.89%	1.29%
Maine town	5,576	5,459	5,390	-2.10%	-1.26%
Nanticoke town	1,846	1,790	1,630	-3.03%	-8.94%
Sanford town	2,576	2,477	2,475	-3.84%	-0.08%
Triangle town	3,006	3,032	2,954	0.86%	-2.57%
Union town	59,786	56,298	56,311	-5.83%	0.02%
Vestal town	26,733	26,535	28,023	-0.74%	5.61%
Windsor town	6,440	6,421	6,304	-0.30%	-1.82%
Broome County Total	212,160	200,536	200,804	-5.48%	0.13%

Tioga County	Population			% Change	% Change
	1990	2000	2010		
Municipality				1990-2010	2000-2010
Barton town	8,925	9,066	8,858	-0.75%	-2.35%
Berkshire town	1,303	1,366	1,412	8.37%	3.26%
Candor town	5,290	5,317	5,305	0.28%	-0.23%
Newark Valley town	4,189	4,097	3,946	-5.80%	-3.83%
Nichols town	2,525	2,584	2,525	0.00%	-2.34%
Owego town	21,279	20,365	19,883	-6.56%	-2.42%
Richford town	1,153	1,170	1,172	1.65%	0.17%
Spencer town	2,901	2,979	3,153	8.69%	5.52%
Tioga town	4,772	4,840	4,871	2.07%	0.64%
Tioga County Total	52,337	51,784	51,125	-2.32%	-1.27%
Total	264,497	252,320	251,929	-4.75%	-0.16%

Table 1: Population 1990-2010 – Broome and Tioga Counties
Source: U.S. Census Data

Older Adults

Broome County:

The 2010 Census shows that Broome County is aging faster than the nation or New York State. In 2010, 22%, or 44,485 individuals, residing in Broome County were age 60 or older compared to 18% of the nation's population and 19% of those living in New York. As seniors age, their needs change. The table below displays the senior population broken down into four age cohorts that comprise the 60+ age group.

Age	2000	2010	Change in population	Percent Change in Population
60 - 64 years	8,711	11,641	2,930	34%
65 - 74 years	16,073	15,668	-405	-3%
75 - 84 years	12,182	11,539	-643	-5%
85 + years	4,576	5,637	1,061	23%
Total	41,542	44,485	2,943	7%

Table 2: Older Adult Population 2000-2010 – Broome County

Source: U.S. Census Data, Broome County Office for Aging, Plan for Services, 2012-2016

The Broome County Office for the Aging also provides the following information in their Plan for Services, 2012-2016:

- The total population of Broome County grew by 0.13% from 2000 to 2010. However, the senior population increased by 7.1% in the same time period.
- From 2000 to 2010 the county experienced an increase of 2,930 seniors between the ages of 60 and 64 as baby boomers started becoming seniors. This is just the beginning of the wave; baby boomers will be joining the ranks of seniors for another fifteen years.
- While the population of seniors between ages 65 and 84 decreased by 4%, the county experienced a 23% growth in the age 85+ population.

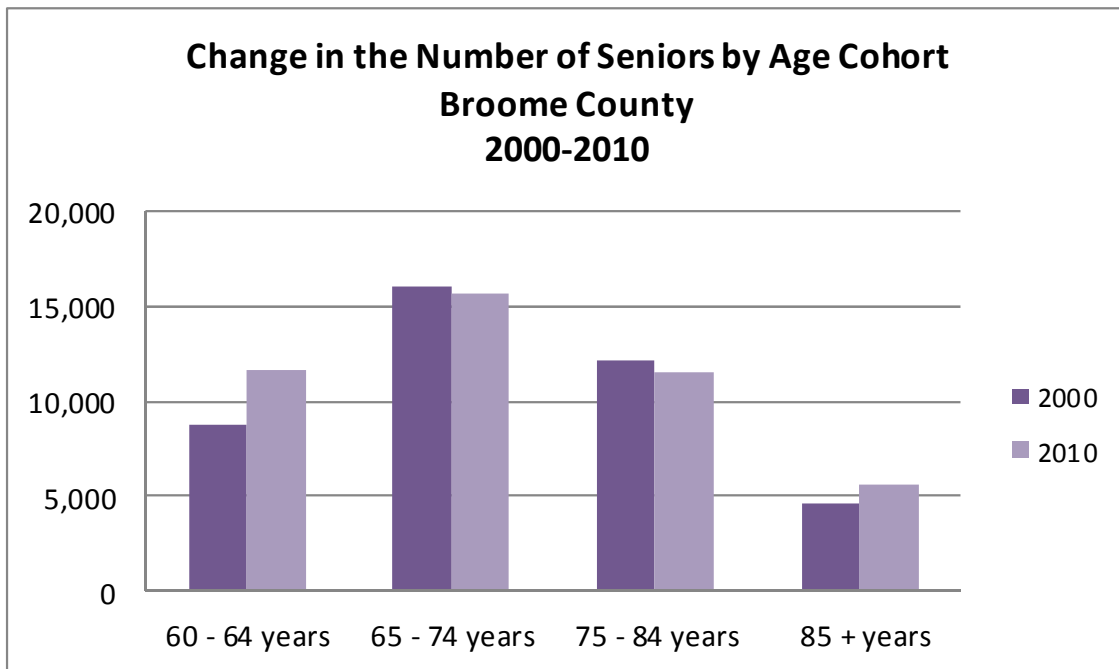


Chart 1: Change in Number of Seniors by Age Cohort 2000-2010 – Broome County
Source: U.S. Census Data, Broome County Office for Aging, Plan for Services, 2012-2016

While it is useful to know the elderly population for the entire county, breaking down the population by towns reveals additional information. An analysis by town gives service providers information as to where higher concentrations of elderly live and where they need to direct targeted efforts. Table 3 shows the change in the number of senior residents (aged 60+) for each Broome County town between 2000 and 2010.

Only one jurisdiction, the City of Binghamton, experienced a loss of elderly residents. From 2000 to 2010, the Town of Nanticoke experienced the largest percentage growth in the senior population followed by the Towns of Lisle, Colesville, Triangle and Windsor. In terms of increased numbers of elderly, the Town of Union grew the most followed by Vestal, Chenango, Windsor and Colesville. (Source: Broome County Office for Aging, Plan for Services 2012-2016)

Municipality	2000	2010	Change In Population 60+ years	Percent Change in Population 60+ years
Broome County	41,542	44,485	+ 2943	+ 7.1%
Barker	404	509	+ 105	+ 26.0%
Binghamton, City	10,231	9,800	- 431	- 4.2%
Binghamton, Town	896	1,076	+ 180	+ 20.1%
Chenango	2,281	2,677	+ 396	+ 17.3%
Colesville	828	1,099	+ 271	+ 32.7%
Conklin	1,018	1,207	+ 189	+ 18.6%
Dickinson	1,293	1,328	+ 35	+ 2.7%
Fenton	1,471	1,633	+ 162	+ 11.0%
Kirkwood	1,148	1,309	+ 161	+ 14.0%
Lisle	391	543	+ 152	+ 38.9%
Maine	987	1,152	+ 165	+ 16.7%
Nanticoke	215	312	+ 97	+ 45.1%
Sanford	545	639	+ 94	+ 17.2%
Triangle	465	595	+ 130	+ 28.0%
Union	13,045	13,557	+ 512	+ 3.9%
Vestal	5,321	5,765	+ 444	+ 8.3%
Windsor	1,003	1,284	+ 281	+ 28.0%

Table 3: Population Change by Town, Age 60+, 2000-2010 – Broome County
Source: U.S. Census Data, Broome County Office for Aging, Plan for Services, 2012-2016

Tioga County:

The total population of Tioga County decreased by 1.27% from 2000 to 2010. However, the senior population increased by 19% in the same time period. This is a large increase in the number of seniors living in Tioga County. The highest percent increase was seen in the age group 60-64 years which is indicative of the fact that the “baby boomers” are now becoming seniors. The table below shows the senior population broken down into four age cohorts that comprise the 60+ age group for Tioga County.

	2000	2010	Change in population	Percent Change in Population
60 - 64 years	2,331	3,189	858	27%
65 - 74 years	3,822	4,390	568	13%
75 - 84 years	2,198	2,666	468	18%
85 + years	765	976	211	22%
Total	9,116	11,221	2,105	19%

Table 4: Older Adult Population 2000-2010 – Tioga County
Source: 2000, 2010 U.S. Census Data

The chart below shows the change in the number of seniors broken down into the same age cohorts as the chart above.

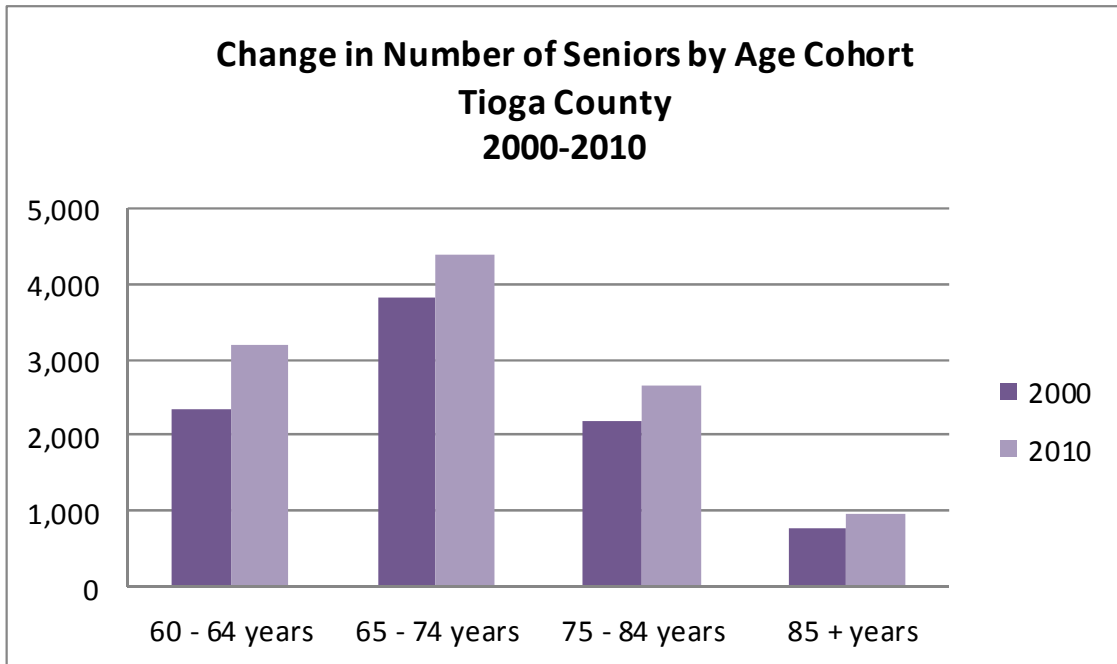


Chart 2: Change in Number of Seniors by Age Cohort 2000-2010 – Tioga County
Source: U.S. Census Data

Low Income Individuals

In 2010, 15.5% of Broome County’s population was below the poverty level while 9.6% of Tioga County’s population was below the poverty level (See Table 5). From 1990 to 2000, the Census determined that Broome County had an increase of 2.3% in the percent of the population who were below the poverty level and that trend has continued with an increase of 2.7% from 2000 to 2010. Tioga County experienced a 0.9% decrease in persons below the poverty level between 1990 and 2000, however, between 2000 and 2010, the population under the poverty level increased by 1.2%

In Broome County, from 2000 to 2010, the Town of Dickinson and the Town of Maine saw the largest increase with 193.2% and 175.1% making their 2010 total percent of the population below poverty level at 20.1% and 16.4% respectively. The City of Binghamton remained the municipality with the highest concentration of economically disadvantaged individuals, with 27.8% of the population living below the poverty level. The Towns of Stanford, Triangle and Vestal saw the largest decreases in impoverished populations, and the Town of Vestal became the region with the lowest percentage of people living below poverty level in the county.

In Tioga County, the population below poverty level in the Towns of Newark Valley and Barton had the largest increase in population below poverty level with the Town of Newark Valley increasing 71.4% and the Town of Barton increasing 45.8%. The Town of Richford, with 18.9% population below poverty level remained the municipality with the highest rate. The Town of Owego had the largest decrease in population below poverty level with a change of -13.1% making the 2010 number for amount of people below the poverty level the lowest in the county with 5.9%.

Table 6 shows the age distribution of the population below poverty level for Broome and Tioga County.

Broome County	Population Below Poverty Level	% Population	Population Below Poverty Level	% Population	Change	% Change
Municipality	2000	2000	2010	2010	2000-2010	2000-2010
Barker town	297	10.9%	294	10.8%	-3	-1.0%
Binghamton city	10,958	23.7%	12,999	27.8%	2041	18.6%
Binghamton town	261	5.3%	454	9.2%	193	73.9%
Chenango town	701	6.2%	703	6.3%	2	0.3%
Colesville town	554	10.3%	726	13.9%	172	31.0%
Conklin town	624	10.5%	810	14.7%	186	29.8%
Dickinson town	322	7.2%	944	20.1%	622	193.2%
Fenton town	464	6.8%	450	6.9%	-14	-3.0%
Kirkwood town	333	5.9%	678	11.7%	345	103.6%
Lisle town	403	15.0%	422	15.6%	19	4.7%
Maine town	321	5.9%	883	16.4%	562	175.1%
Nanticoke town	199	11.2%	230	14.3%	31	15.6%
Sanford town	385	15.6%	282	11.6%	-103	-26.8%
Triangle town	343	11.4%	274	9.3%	-69	-20.1%
Union town	6,245	11.3%	7,600	13.7%	1355	21.7%
Vestal town	1,487	7.1%	1,235	6.0%	-252	-16.9%
Windsor town	662	10.4%	564	9.0%	-98	-14.8%
Broome County Total	24,559	12.8%	29,548	15.5%	4,989	20.3%

Tioga County	Population Below Poverty Level	% Population	Population Below Poverty Level	% Population	Change	% Change
Municipality	2000	2000	2010	2010	2000-2010	2000-2010
Barton town	925	10.5%	1,349	15.4%	424	45.8%
Berkshire town	158	11.4%	157	11.5%	-1	-0.6%
Candor town	514	9.8%	469	9.1%	-45	-8.8%
Newark Valley town	294	7.3%	504	12.6%	210	71.4%
Nichols town	348	13.6%	350	13.8%	2	0.6%
Owego town	1,336	6.6%	1,161	5.9%	-175	-13.1%
Richford town	157	13.8%	218	18.9%	61	38.9%
Spencer town	251	8.5%	276	8.9%	25	10.0%
Tioga town	312	6.5%	402	8.3%	90	28.8%
Tioga County Total	4,295	8.4%	4,886	9.6%	591	13.8%

Grand Total	28,854	10.2%	34,434	13.5%	5,580	19.3%
--------------------	---------------	--------------	---------------	--------------	--------------	--------------

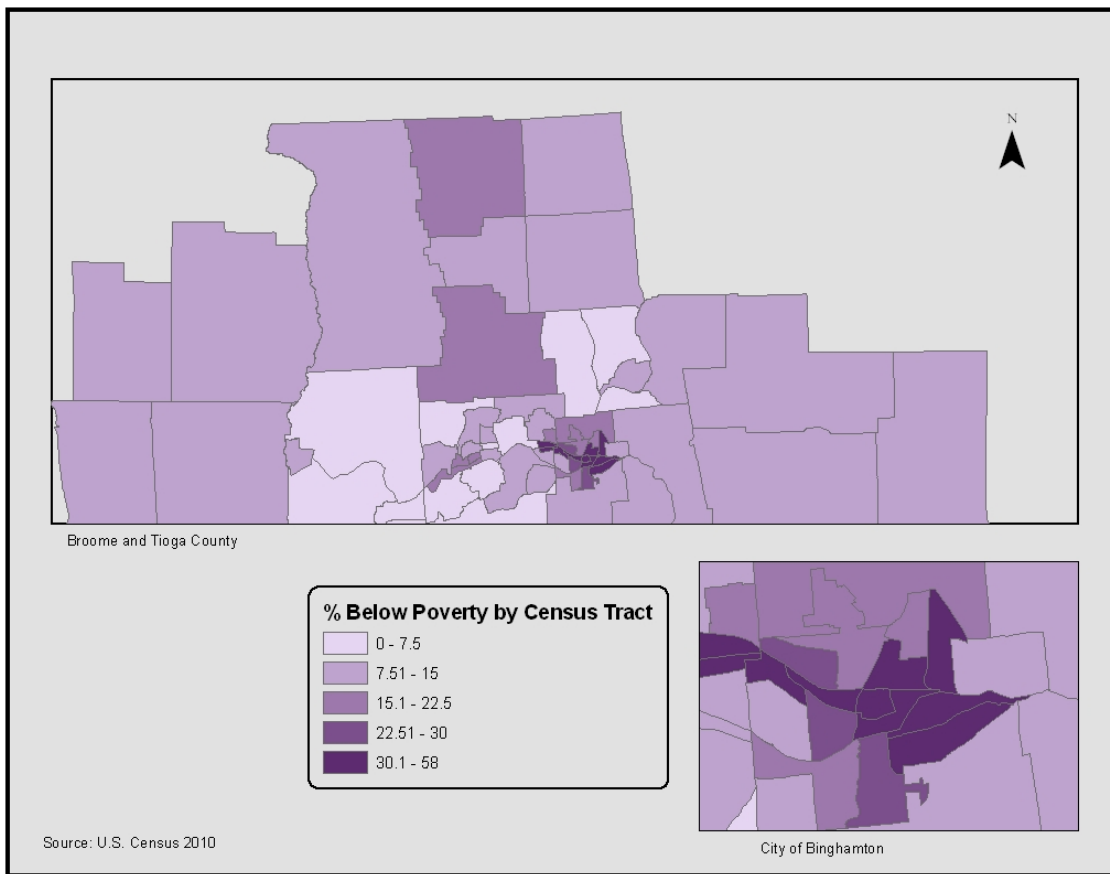
Table 5: Population Below Poverty Level by Municipality, 2000 - 2010 – Broome and Tioga County
Source: U.S. Census Data

Poverty by Age	Broome County	% population	Tioga County	% population
Total:	190,846*		50,718*	
Income in the past 12 months below poverty level:	29,548		4,886	
24 years and under	14,253	7.5%	2,287	4.5%
25 to 64 years	12,452	6.5%	2,066	4.0%
65 years and over	2,843	1.5%	533	1.0%

Table 6: Population Below Poverty Level by Age, 2010 – Broome and Tioga County
Source: U.S. Census Data – ACS 2006-2010

*Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides intercensal estimates of the population for the nation, states, and counties.

Below is a map (Map 3) showing the percentage of the population below poverty level, by census tract, for Broome and Tioga County.



Map 3: Percentage of Population Below Poverty Level by Census Tract, 2010 – Broome and Tioga County
Source: 2010 U.S. Census Data

Zero-Vehicle Households

The 2010 Census identified 9,358 households in Broome County that did not have a vehicle available. This constitutes 11.6% of the occupied housing units in Broome County. Tioga County had 89 households with no vehicle available, or 5.5% of the occupied housing units within the county. The City of Binghamton, the Town of Barker, and the Town of Union have the highest percentage of households with no vehicle available, while in Tioga County, the town of Barton has the highest percentage with 11.6% of the occupied housing units with no vehicle available.

Broome County	Number of Occupied Hholds	H Holds with No Vehicle Available	% of Hholds with No Vehicle Available
Barker town	971	9	0.9%
Binghamton city	21,292	4,854	22.8%
Binghamton town	1,796	59	3.3%
Chenango town	4,659	250	5.4%
Colesville town	1,770	99	5.6%
Conklin town	2,199	108	4.9%
Dickinson town	1,633	129	7.9%
Fenton town	2,654	140	5.3%
Kirkwood town	2,283	54	2.4%
Lisle town	974	29	3.0%
Maine town	1,959	40	2.0%
Nanticoke town	583	17	2.9%
Sanford town	959	127	13.2%
Triangle town	1,118	76	6.8%
Union town	25,001	2,953	11.8%
Vestal town	8,657	388	4.5%
Windsor town	2,298	26	1.1%
Broome County Total	80,806	9,358	11.6%

Tioga County	Number of Occupied Hholds	H Holds with No Vehicle Available	% of Hholds with No Vehicle Available
Barton town	3,719	430	11.6%
Berkshire town	499	13	2.6%
Candor town	2,109	108	5.1%
Newark Valley town	1,523	89	5.8%
Nichols town	962	26	2.7%
Owego town	7,815	371	4.7%
Richford town	469	11	2.3%
Spencer town	1,353	42	3.1%
Tioga town	1,953	39	2.0%
Tioga County Total	20,402	1,129	5.5%

*Table 7: Number of Households with No Vehicle Available, 2010 – Broome and Tioga County
Source: U.S. Census Data*

Individuals with Disabilities

Transportation to and from medical trips, shopping trips, and social gatherings is necessary. Those with disabilities are often unable to drive and must rely on public transportation services or individual caregivers.

Below (Table 8) are the figures from the 2010 U.S. Census showing the number and percentage of disabled persons by age cohort.

	Broome County		Tioga County	
	Population by Age Cohort	% of Age Cohort with a Disability	Population by Age Cohort	% of Age Cohort with a Disability
Total:*	198,301		50,997	
Under 18 years:	40,890		12,120	
With a disability	2,131	5.2%	729	6.0%
18 to 64 years:	126,310		30,953	
With a disability	14,887	11.8%	3,236	10.5%
65 years and over:	31,101		7,924	
With a disability	11,489	36%	2,491	31.4%

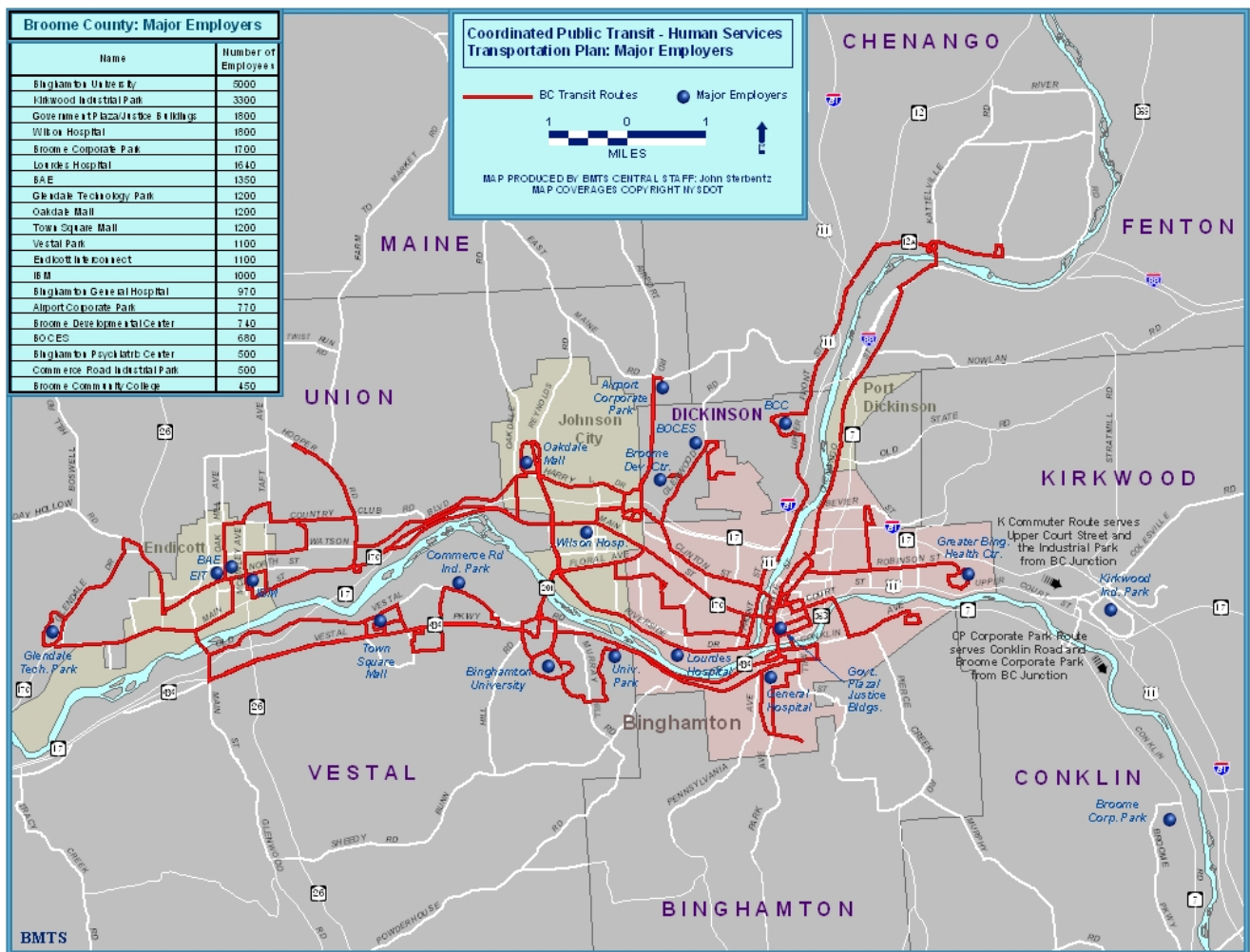
Table 8: Disabled Persons by Age, 2010 – Broome and Tioga County
Source: 2010 U.S. Census Data

Over 34,000 individuals or approximately 14% of the total population of Broome and Tioga Counties combined are considered to have a disability according to the 2010 U.S. Census. Table 8 shows that 36% of the of the people in Broome County aged 65 years and over have a disability, and 31.4% of the people in Tioga County aged 65 years and over have a disability.

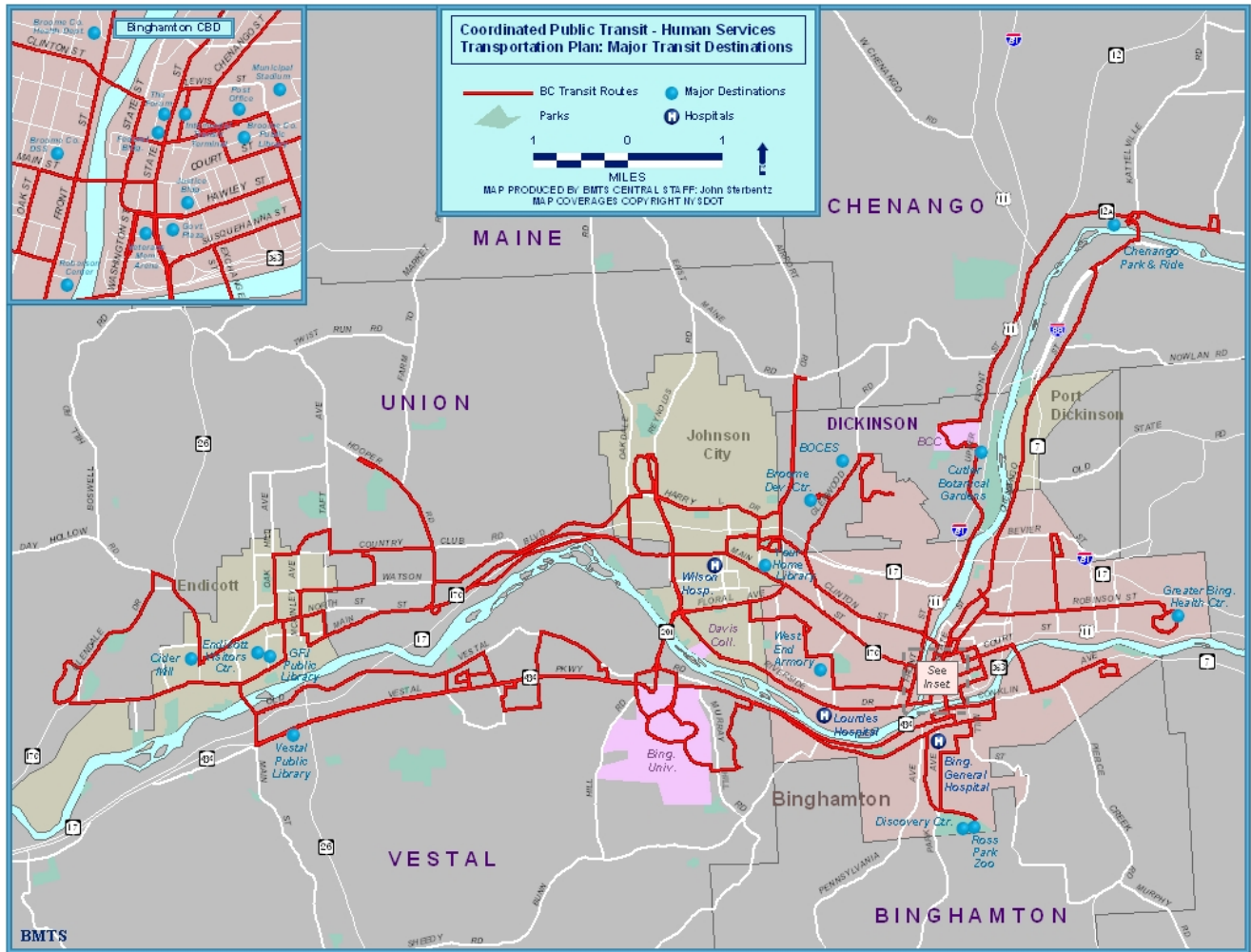
Census data indicates that throughout Broome and Tioga County, the highest number of people with disabilities tend to be in the more suburban and rural areas. As the number of assisted living and senior housing facilities that are located in the suburban and rural settings increases, transportation to medical and shopping facilities becomes more of an issue for those who cannot drive or do not have a vehicle. Although the location of assisted living and senior housing in suburban and rural settings may provide a safe and calmer environment, compared to a typical urban area, those same locations are often underserved by the main public transportation service routes.

Location of Important Destinations

There are many destinations that most of the population has a need to travel to on a daily, weekly, or bi-weekly basis. Examples of these types of destinations include medical facilities, shopping centers, senior centers, and human service agencies. Having reliable, affordable transportation to these destinations is necessary. Because of the sprawling trend of the area’s population, there is an increased demand for travel outside the traditional transit routes. Map 4 shows the top employers in Broome County in relation to the Broome County Transit Fixed Route System. Maps 5 and 6 show the locations of major shopping centers and points of interest, including major medical centers and common civic destinations, in Broome County.



Map 4: Top Employers, 2012 – Broome County



Map 6: Common Points of Interest and fixed-route transit locations – Broome County

Overall Regional Trends

Although Broome County’s public transit was designed to serve the densely populated urban core of the City of Binghamton, and the surrounding municipalities, current trends have made transit route planning more difficult. The population has dispersed more widely throughout the county, expanding the geographic area of transit demand. This area, like most of the United States, has experienced an economic decline in the past years that has increased the demand for services as people look for alternative means of transportation to cut expenses. As predicted, the elder population has increased in the region and is expected to continue to do so until at least 2030 and rates of disability will follow a similar trend. As the number of elderly and disabled populations increase there will more likely be an increased demand for paratransit/demand response services. Currently BC Transit’s paratransit services are at capacity.

Section 4: Transportation Services, Service Gaps, and Redundancies

The Binghamton Metropolitan Transportation Study (BMTS) has updated its inventory of available transportation services. This information is used to identify the transportation gaps and redundancies in Broome and Tioga Counties (See Appendix A).

The previous study identified **gaps** for the study area, however little progress has been made in addressing the issues. Any progress in addressing these gaps is noted below in bold print.

Previously Identified Gaps in Transportation Services

- BC Transit fixed route services during the late evening hours entail long waits at times to transfer between buses. There is no service from 12:30 – 5:30 AM. Additionally, earlier AM Sunday service appears to be in demand. **Currently BC Transit does not provide service from 10:00pm – 5:30am on weekdays. Saturday service runs from 6:00am – 7:00pm and Sunday service is available from 10:00am – 5:00pm.**
- BC Lift paratransit transportation services are currently at capacity and unable to sufficiently meet the demand for paratransit / curb-to-curb transportation. Improvements are also needed in the system to arrange for rides to make it more customer friendly, and to reduce the need to arrange rides two weeks ahead of time to have a better chance at getting one's desired trip times. **BC Lift operates the same hours as the BC Transit fixed route buses and therefore no longer has late night service. Service is still at capacity. BC Transit has scaled back some BC Country routes to make drivers and vehicles available to BC Lift riders as a way to try and decrease denials and restrictive advanced notice requirements.**
- BC Country, the rural paratransit / curb-to-curb service, operates Monday through Friday. Weekend service would be beneficial. The same reservation system improvements as BC Lift also apply to BC Country. Although, the service operates Monday through Friday, there is disparity in service availability for particular rural areas during that five day period. Additionally, BC Country service currently provides rides for residents from the rural areas of Broome County into the urban area only. A more comprehensive and practical rural to urban *and* urban to rural service is desired. **As of January 2, 2013, BC County will no longer be servicing Deposit. Those customers from Deposit that wish to continue using the service must board in Windsor now.**

- Tioga County Public Transit does not offer weekend service. **No changes. Ride Tioga operates Monday through Friday. Hours of services are 5:45 a.m. through 7:00 p.m.**
- Coordination of schedule times and drop-off locations between Broome County & Tioga County Transit needs improvement to better facilitate ridership between counties. **No changes. The current Memorandum of Understanding between Tioga Transit and Broome County Transit does not expire unless one of the parties wishes to renegotiate the terms. The transit systems should evaluate the effectiveness of the current agreement and investigate potential for more efficient coordination between the systems. There is also a lack of coordination between Broome County and other surrounding counties, including Susquehanna County in Pennsylvania. A more regional and cooperative approach to public transportation financing and services would better serve the public.**
- Emergency or guaranteed return trip services are in demand to supplement existing public transportation services, especially for manufacturing jobs when mandatory overtime is required, thus changing their normal shift hours. **The Rural Health Network in conjunction with the BTMMP applied and was granted Section 5316 (JARC) and 5317 (New Freedom) funding to provide a 24/7 demand response service capacity to assist individuals in wheelchairs who become “stranded” and have an urgent transportation need. This project is currently in the discussion stage of how to develop and implement this service and should be completed by the end of 2013.**
- Affordable door-to-door and door-through-door transportation services are limited. Medi-vans offering this service are costly, and there are a small number of volunteer drivers offering this service. **No changes.**
- Travel for any purpose, on any day, at any time is restricted, due to capacity limitations of existing transportation services. **BMTS has sponsored *Broome-Tioga Greenride*, an internet-based rideshare matching service at www.BroomeTioga.Greenride.com to promote carpooling in an attempt to provide another transportation option for Broome and Tioga County residents. When the contract with the current rideshare matching service expires, BMTS should explore improvements and enhancements that can be made to Broome-Tioga Greenride through a contract extension, and also investigate future integration with the statewide ridesharing program that the 511 system for New York State is developing.**

- Accommodations in public transportation for those with disabilities and for seniors could be improved; including: automated & audible bus stop announcements; lighting all bus stops; making sure all bus stops are accessible mainly by sidewalk with proper curb ramps and waiting area; better pedestrian facilities; safer bus transfer area; and Universal Design of buses and facilities to meet the access needs of the entire public, going beyond ADA requirements. **BMTS has inventoried and mapped BC Transit bus stop locations and documented ADA accessibility and conditions of the stops.**
- Public transportation to Sayre and Syracuse for medical appointments is possible, but difficult. **No changes.**
- There is no one person or agency established to organize and disseminate comprehensive transportation service information, as well as answer the public's transportation service questions for the Binghamton Urban Area. **The Broome Tioga Mobility Management Project (BTMMP) was created to be a "one-stop-shop" for travel planning, travel training, and transportation referrals.**

An internet based Transportation inventory was completed in 2009. In 2012, the Broome-Tioga Transportation Directory was created to be used as a source for transportation information after it was determined that the software platform for the searchable directory did not permit the easy and efficient update of provider information, etc. This was a proprietary product and the contractor was not responsive to requests for technical assistance and upgrades. The 2012 Broome-Tioga Transportation Directory will be updated continuously by BTMMP staff as changes in transportation provider and service are identified. This inventory is available on the BTMMP website:

<http://www.rhncny.org/programs/btmmp>. Contingent upon resources, another version of a searchable transportation directory may be reconsidered at a later date.

Overall, the **gaps** in the area's transportation services can be summarized into the following sectors: Geographic, Capacity and Affordability, Service Time, and Policy, Education, and Awareness.

Geographic

- Not all destinations are adequately served: medical, educational, and employment facilities, especially those off bus routes and in suburban and rural areas
- Limited public transit routes in many suburban and rural areas

- Travel between counties and other larger urban areas, depending on the service, is limited or not available
- Lack of transportation for residents that live in suburban and rural areas that need to get to the urban area or other suburban/rural areas
- Early morning, evening, and weekend service is limited or lacking, especially for workers accessing major employment centers in the area.

Capacity and Affordability

- There is a need for more affordable transportation options.
- There are not enough vehicles and drivers to provide service, whether fixed-route or paratransit, for seniors and disabled.
- Lack of affordable wheelchair service
- Restrictive advance notice requirements
- No transportation for seniors to shopping or last minute medical appointments. Most services require advanced notice
- Lack of transportation for individuals with disabilities and elderly who are not able to use fixed-route transit services for medical purposes
- There is a lack of safe bus shelters for riders, especially in the winter or benches for older/disabled individuals waiting for public transit.
- Increases in transportation fares impact those with low and fixed incomes.

Service Time

- There are significant wait and travel times in any kind of transportation service
- Evening workers (2nd & 3rd shift workers) may be able to use transit one-way, if available, but need a transportation option for the return trip

Policy, Education, and Awareness Gaps

- The BC Transit information telephone line (route information/questions) is not available after 4:00pm
- Public transportation system is difficult to understand for new riders or older adults that have not taken public transportation in many years
- Internet-based schedule information is available only to households with Internet access
- Public transportation is not well marketed
- Legislation and regulations make it difficult for non-profit organizations to mix riders
- There is a lack of awareness concerning how much it costs to provide public transportation and van services

The following items are **redundancies** in transportation services that were identified in the previous plan. Updates to the redundancies are found in bold print below:

Previously Identified Redundancies in Transportation Services

- Much of the public is unaware of the services that are available, and where to get information on how to use the services. Multiple agencies do have listings of transportation services available on their respective websites, but the information quickly becomes outdated and not many know where to find the listings. **In 2012, the Broome-Tioga Transportation Directory was created to be used as a source for transportation information. The Directory will be updated continuously by BTMMP staff as changes in transportation provider and service are identified. This inventory is available on the BTMMP website:**
<http://www.rhnsny.org/programs/btmmp>.
- BC Transit fixed route service and Off Campus College Transport (OCCT), the fixed route bus service for Binghamton University students, have routes that often overlap. **BMTS completed a *BC Transit/Off Campus College Transport Consolidation Planning Study* in June 2010. This study looked at three alternatives for the transit systems to reduce the redundancies and costs. The alternatives are listed below:**
 - **Alternative #1: No Change.** BCT and OCCT would remain separate entities as they are now. Each would continue to run separate routes and schedules and Binghamton University would continue to have a contract with both systems.
 - **Alternative #2: Broome County would take over all of the services provided by OCCT.** This would be a total merger of the two systems. This alternative would result in a single transit system serving the general public, Binghamton University students, and Binghamton University faculty and staff.
 - **Alternative #3: Broome County would assume all of the off-campus fixed route services that are currently provided by OCCT.** A separate organization, OCCT, a new organization, or Binghamton University itself, would provide service for on-campus shuttles, late-night runs, and charter service.

In March 2012, BMTS held a meeting with BC Transit, Binghamton University, and OCCT to review the study and facilitate the continuing relationship between the two transit systems. Establishing an annual meeting of the involved parties was an outcome of the March meeting.

- Tioga County Public Transit (a.k.a. Ride Tioga) and Tioga Transport, under contract with Tompkins Consolidated Area Transit (TCAT), both provide transportation between Ithaca, and the Towns of Newark Valley, Berkshire, and Richford. **Currently Tioga County Public Transit (a.k.a. Ride Tioga) provides transportation between Ithaca, and the Towns of Owego, Newark Valley, Berkshire, and Richford.**

Section 5: Approaches to Addressing Transportation Service Gaps & Redundancies Effectively and Efficiently Coordinate Existing Resources

Current data trends suggest that the elderly, low-income, and disabled populations in the plan's study area have increased and will continue to do so in the upcoming years. The increases are expected to have a direct correlation to the demands for transportation services. To best address the identified gaps in transportation service, available federal funding from Section 5307, 5310, and 5311 programs should be used to enhance transportation services for public, private and nonprofit establishments providing transportation services.

Attention to cost effectiveness, efficiency and geographic coverage of proposed transportation services should be considered when awarding available funding. As funding gets tighter it is becoming necessary to research different coordination options to allow agencies to spend the available money in the most effective manner. Coordination between agencies that provide public transit and human service agencies that provide transportation is crucial to eliminate service redundancies.

Increased coordination between stakeholder agencies regarding public transit and human service transportation providers is essential to eliminate redundancies, and provide efficient and cost effective services. The Rural Health Network of South Central NY (RHNSNY) had developed and recently updated a transportation service inventory for Broome and Tioga Counties. This is intended to be a single point source for transportation information.

One of the gaps that were identified in the 2007 Coordinated Public Transit-Human Services Transportation Plan was:

"There is no one person or agency established to organize and disseminate comprehensive transportation service information, as well as answer the public's transportation service questions for the Binghamton Urban Area."

In 2010, the Broome Tioga Mobility Management Project (BTMMP) was created to be a "one-stop-shop" for travel planning, travel training, and transportation referrals. Since January of 2012, the BTMMP has operated a call center to perform this function within Broome and Tioga Counties. It is continuously seeking to provide updated transportation information across multiple formats and expand its portfolio of transportation education programs. In the future, the BTMMP hopes to provide education on the following topics:

- Retiring from driving planning assistance
- Individualized travel instruction and small-group travel training
- Transportation information presentations and community outreach events

- Employee, organization, or network based Transportation Demand Management (TDM) efforts designed to eliminate single-occupancy vehicle trips, promote public transportation and ridesharing alternatives, and increase participation in employee benefit programs for transit and bicycle commuters.
- The BTMMP would also like to provide senior driving assessments and skill-building courses and will work with the Broome County Traffic Safety Board since they currently do a similar training throughout the year.

Multiple plans and studies have been developed in previous years that provide information on needs and specific recommendations and strategies for public transportation improvements. These plans need to be taken into consideration when agencies create project proposals, as well as during the evaluation process for awarding program funds. A list of these recent plans and their respective strategies for improved transportation services is found in Appendix C.

Based on the identified transportation gaps and redundancies within Broome and Tioga County, three areas in need of improvement have been established:

1. **Enhanced Public Mobility** – Consideration should be given to the area’s transportation networks to better meet the needs of the community so they can more effectively access employment, educational, retail, medical and social centers.
2. **A More Customer Friendly Network** – The network of services should be simple and easy to use for all riders, both new and existing so that they may understand route patterns, services, and pick-up times. This information should be available in several forms so that it is easily accessible whenever it may be needed.
3. **Financial Sustainability** – The services that are currently provided need to be evaluated and determine whether the services are functioning to their highest potential. Reducing redundancies may help but also increasing communication could maximize the utility of the funding received for transportation services. Contracting with agencies to provide transportation services to their customers using the coordinated transportation funding model that has been presented by the New York State Department of Transportation (NYSDOT) could help make the existing system more financially sustainable.

Section 6: Program Implementation Strategies

It is a priority to maintain existing transit and human service transportation services, as well as to expand coordination efforts for them. All of the strategies mentioned above that preserve existing services and that are eligible for funding from Section 5310, 5311, or 5307 programs are considered next step priorities. Services that expand existing transit or projects that are not eligible for these FTA funding programs may also submit projects and they will be pursued with eligible transportation funds or alternative funding sources as opportunity arises to fill service gaps and improve service coordination.

Once projects are submitted, BMTS uses a Competitive Selection Process for awarding the FTA funds. Below is the process that was followed for projects that were previously eligible under the JARC & New Freedom Programs under SAFETEA-LU. Under MAP-21, the JARC program has been folded into the Section 5307 program. BMTS will work with the entities that receive Section 5307 funding, using the Coordinated Plan to guide investments in projects and services previously eligible under the JARC program. Depending on how JARC-type projects will be identified and funded through the Section 5307 program, a Competitive Selection Process using a similar scoring criteria may need to be determined for awarding these funds.

Competitive Selection Process for projects that were eligible under previous JARC programs:

1. BMTS either does a joint solicitation with NYSDOT Main Office or sends out its own solicitation to eligible Binghamton Urban Area transportation providers calling for applications for grants for both the JARC & New Freedom programs.
2. The Selection Committee reviews and scores the applications that are received based on the findings of the Coordinated Public Transit – Human Services Transportation Plan (i.e. the Coordinated Plan). See Appendix D for scoring criteria.

The Selection committee is a subcommittee of the Coordinated Transportation Committee. It is comprised of representatives from the following entities that are not applicants for the funding. Typical agencies participating on the Selection Committee have been BMTS, NYSDOT Region 9, Broome County Dep. of Social Services, and the Rural Health Network of South Central NY (RHN). The RHN has not participated when it has applied for funding.

The following is the Competitive Selection Process BMTS uses for the Section 5310 Program:

1. The NYSDOT Main Office sends out a statewide solicitation to Section 5310 eligible organizations calling for applications.
2. Applicants request BMTS to provide a letter of certification stating that their organization is actively part of the coordinated transportation planning process.
3. BMTS receives copies of the applications that are from organizations within the Binghamton Urban Area.
4. BMTS provides a score for each application using a form provided by NYSDOT Main Office (See Appendix D for the Evaluation Form). The Selection Committee provides input to BMTS by each filling out their own scoring form, and the meeting with BMTS to fill out the final scoring form that will be sent back to NYSDOT Main Office.
5. The NYSDOT Main Office and its own Selection Committee make the final decision on which applications will receive Section 5310 funding.

Note that projects that were previously eligible under New Freedom now fall under Section 5310. This will likely result in the selection process and project evaluation sheet being adjusted.

The best way to invoke interest and involve stakeholders in coordination activities is to show the potential cost savings and increased effectiveness of transportation systems within Broome and Tioga County. Conducting a study that will show this information will work towards achieving multiple-organization coordination.

Section 7: Potential Coordination Activities

- **Develop Transportation Alternatives for Suburban and Rural Areas.**
Due to the low population densities and correlated low ridership in the suburban and rural locations, traditional mass transit may not be the best option for the transportation services in these areas. Alternative transportation options and services using more appropriate vehicles or modes should be developed. These options should be explored collaboratively between the Broome and Tioga County Transit and other transportation operators and mobility managers in the region.
- **Develop Transportation Alternatives for Areas Underserved by Paratransit**
There are possible opportunities for local jurisdictions to collaborate. Human service agencies and transit providers could consider coordinating regularly scheduled paratransit trips and developing local alternatives in addition to the coordination that is occurring at the local level.
- **Volunteer Transportation Programs**
A variety of transportation services are needed to meet the mobility needs of older adults, people with disabilities, and people with lower incomes in the region. As the number of elderly increases in the region, especially in the suburban and rural areas, there will be an increased need for more specialized services beyond those typically provided through general public transit or shared ride human service agency-provided transportation. A volunteer based transportation service can provide a needed alternative as they typically provide door-to-door transportation with some offering a mileage reimbursement for volunteer drivers while others allow older adults to trade their own cars to pay for rides, and enable volunteer drivers to store transportation credits for their own future transportation needs. Employer-based vanpools could be developed to provide shuttle service or vanpools to better serve shift workers and reverse commuters. The program could focus on regional employment centers or large scale employers.

The Rural Health Network has continually used AmeriCorps and AmeriCorps VISTA national service resources to support transportation services. This is a valuable resource that could be expanded in the future.

- **Joint Purchasing**
Coordinating functions between multiple organizations could replace actions commonly undertaken by individual services. Consolidating vehicle purchases and operators allows for greater cost efficiency and elimination of redundant activities

including vehicle maintenance, purchase of insurance, driver training, and substance abuse testing services.

- **Education**

Increase awareness of the available services to the communities and make the presence of the transit systems more apparent in the area. Instruct both service providers and riders on how to use technology to better organize their transportation services so that they suit their needs.

- **Utilization of Technology**

Use of technology including Intelligent Transportation Systems (ITS), Geographic Information Systems (GIS) and other technology systems can be useful in coordinating transportation operations, scheduling rides, providing route and bus stop information, managing information, and improving quality of service for consumers.

The Federal Highway Administration (FHWA) provides information and examples of ITS applications in its document titled, “ITS Applications for Coordinating and Improving Human Services Transportation”. These types of technology should be incorporated into the overall system where possible and financially feasible. This document can be found at the following link: http://www-cta.ornl.gov/cta/Publications/Reports/ITS_Applications_for_Disadvantaged-Cross_Cutting_Study.pdf

- **Travel Training**

Provide targeted marketing and travel training for people with disabilities and older adults. Support projects that: expand existing travel training or create new ones in the region and develop new and innovative marketing and information partnerships or strategies to expand exposure of regional fixed-routes, and ride-share programs.

Section 8: Further Coordination Activities

- The Coordinated Transportation Committee will continue to meet four times a year, serving in an advisory role to facilitate implementation of Coordinated Plan strategies, as well as identify new gaps or redundancies in transportation services, and new opportunities for coordination.
- Facilitate a culture shift to make the dependency on private and personal vehicles no longer the social norm and increase the social acceptance of mass transit. Partnering with agencies to inform and educate all age groups about public transportation, especially fixed route transit services. This also entails educational efforts for transportation service providers to be sensitive to the needs of their customers and how to meet individual's specific needs, especially those who are elderly or disabled. This would result in a more positive impression of their services as being friendly, safe, and one the public would feel comfortable using.
- Higher density development and redevelopment of urban core areas with mixed use is favorable for efficient public transit, as well as decreasing the dependency on personal private transportation, while also facilitating opportunities to walk or bike to destinations. Stressing the monetary, environmental and social benefits of mass transit are crucial for the success of this movement and increasing ridership in the future.
- BMTS will work with the Broome County Department of Public Transportation and Tioga County to perform continuing analysis of public transportation, fixed route and curb-to-curb paratransit service, to identify opportunities to increase efficiency and enhance service.

Appendix A

Transportation Services Inventory Survey

BMTS - Coordinated Public Transit - Human Services Transportation Plan

The Binghamton Metropolitan Transportation Study is in the process of updating its Coordinated Public Transit-Human Services Transportation Plan. The purpose of the Coordinated Plan is to facilitate improvements of transportation services for persons with disabilities, older adults, and individuals with limited incomes. With this survey we are looking to update our transportation provider inventory. This information will provide us with valuable insight into transportation redundancies and gaps in service. It will allow us to research and develop coordination opportunities for transportation throughout Broome and Tioga Counties. Please take the time to complete our survey. It can be found by clicking on the link below. It should take approximately 15 minutes to complete. If you have any questions please contact Jennifer Yonkoski at BMTS. Jennifer Yonkoski Senior Transportation Planner 607-778-2443 jyonkoski@co.broome.ny.us

Organization Profile

- Organization Name
- Street Address
- City
- State
- Zip Code
- Contact First Name
- Contact Last Name
- Phone Number
- Email Address

What Type of organization does this survey represent? (Please check all that apply)

- Village/Town/City
- County
- State
- Church
- Health Care
- Senior Center
- Community Center
- Nursing Home

- Mental Health Organization
- Developmental Disabilities Organization
- Hospital
- Child Day Care
- Transportation Provider
- Jobs/Employment Training
- Adult Day Care
- Public Assistance
- Other

Overall, what population segments does your organization serve? (Please check all that apply)

- Older Adults
- Unemployed
- Physical Disability
- Youth
- Low Income
- Mental or cognitive disability
- Veterans
- Persons with substance abuse
- Visually impaired
- General Public
- Other

How is your organization involved in transportation? (Please check all that apply)

- We operate vehicles and directly provide transportation to clients or individuals.
- We purchase or contract transportation from another organization for our clients.
- We provide bus passes/tokens to our clients.
- We are not involved in the transportation of any individuals or clients.

Which of the following applies to your organization?

- For Profit
- Non-Profit
- Other

How do you receive funding for your services?

Transportation Service Details

Please select the best description of who your transportation serves:

- We provide transportation to anyone in the general public
- We provide transportation to anyone in the general public meeting certain eligibility requirements
- We provide transportation only to our own members/clients
- We provide transportation only to our own members/ clients meeting certain eligibility requirements
- Other

Please select the best description of what your transportation can be used for:

- Transportation can be used for any purpose or location within our service area
- Transportation can only be used to and from our organization's sites or programs
- Transportation can only be used for specific trip purposes (i.e. Medical, shopping)
- Other

What eligibility criteria must individuals meet before transportation services are available?

(Please check all that apply)

- Older Adults
- Youth 18 and under
- Unemployed
- Physical disability
- Low Income
- Mental or cognitive disability
- Veterans
- Substance abuse
- Visually impaired
- N/A
- Other:

What is the purpose of the transportation provided? (Please check all that apply)

- Medical related
- Nutrition/Groceries
- Employment related (e.g. job access, training)
- Treatment/Day Program
- Education related
- Social/Recreational
- Other

Please describe your transportation's geographic service area:

Please list any destinations that your clients frequent:

How can clients schedule transportation services? Do you require notification in advance?

Does your organization operate on a fixed route or demand responsive service? (Please check all that apply)

- Fixed Route
- Demand responsive/ on-demand
- Other

What levels of service does your organization provide? (Please check all that apply)

- Ambulatory service
- Stretcher service
- Wheelchair service
- Curb-to-Curb service
- Door-to-Door service
- Door-through-Door service
- Fixed Stop service
- Other

Fleet Information

How many paid drivers does your organization employ?

How many volunteer drivers does your organization use?

Do you offer any form of carpool/vanpool for employees/volunteers?

Does your organization own or lease its vehicles? (Please check all that apply)

- Own vehicles
- Lease vehicles
- Other

How are your organization's vehicles maintained?

- In house by our organization's staff
- Contracted out
- Other

Do your vehicles undergo New York State Department of Transportation (NYSDOT) inspections?

- Yes, all of our vehicles
- Yes, some of our vehicles
- No, our vehicles are not required to undergo NYSDOT inspections

Has your organization ever applied for Section 5310 vehicles?

- Yes
- No
- N/A

Where are your organization's vehicles stored when not in use? Address, city, state, zip

How many Total Vehicles at this location?

How many of these vehicles are wheelchair accessible?

Transportation Operations

How many annual one way passenger trips does your organization provide?

Has that number increased or decreased in the past year?

- Increased
- Decreased
- Other:

How much is the average fare?

What is your suggested donation?

Are there discounts or special rates available?

What are your organization's peak hours of operation? (Please check the time periods and days for the peak hours of operation. The purpose of this question is to get a general understanding of when demand is the highest and lowest throughout the region.

Monday/Tuesday/Wednesday/Thursday/Friday/Saturday/Sunday

- 5:00 - 7:00 AM
- 7:00 - 9:00 AM
- 9:00 - 12:00 PM
- 12:00 - 4:00 PM
- 4:00 - 6:00 PM
- 6:00 - 8:00 PM
- 8:00 - 11:00 PM
- 11:00 - 2:00 AM
- 2:00 - 5:00 AM
- N/A

Does your organization's fleet have extra capacity for additional ambulatory passengers on a regular basis?

- We have additional ambulatory seating capacity
- We have just enough ambulatory seating capacity to meet current transportation demand
- We do not have enough ambulatory seating capacity to meet transportation demand

Does your organization's fleet have extra capacity for additional passengers needing wheelchair service on a regular basis?

- We have additional capacity for passengers needing wheelchair service
- We have just enough capacity for wheelchairs to meet current transportation demand
- We do not have enough capacity for wheelchairs to meet transportation demand

Please estimate the number of additional ambulatory passengers your fleet could accommodate during your organization's normal hours of operation. Ambulatory passengers

- 1
- 2
- 3
- Other

Please estimate the number of additional passengers with wheelchairs your fleet could accommodate during your organization's normal hours of operation. Wheelchair passengers

- 1
- 2
- 3
- Other

Coordination

The coordination of transportation services have helped numerous organizations and communities to reduce duplications in services, decrease transportation costs and increase service levels and the number of individuals served. The purpose of the following questions is to gauge local interest in the coordination of transportation services. 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.

What are the strengths of your current transportation system?

What are the weaknesses of your current transportation system?

How does your system communicate with their clients?

How does your system communicate with other transportation providers?

Would you be interested in a communication for providers and/or clients? To help prevent overlap between different providers and volunteers

- Yes
- No
- Other

Would your organization be interested in coordinating with other organizations to procure any of the following?
(Please check all that apply)

- Vehicles
- Fuel
- Staff/Driver training
- Maintenance
- Insurance
- Hardware/Software
- Not Interested at this time
- Other

Are you familiar with the Broome - Tioga Greenride? *It's a free internet based rideshare matching service sponsored by the Binghamton Metropolitan Transportation Study

- Yes
- No

For more transportation information for Broome and Tioga Counties, contact: The Broome-Tioga Mobility Management Project Your 1-Stop Shop for Transportation Information! Visit www.broometioga.greenride.com or Call Toll Free 1-855-373-4040 (9:00am - 4:30pm)

Thank You!

Thank you for taking the time to complete this survey. Your response is an important step towards improving transportation for all individuals in Broome and Tioga Counties.

Appendix B

Public Meeting Schedule

Coordinated Transportation Plan

For Older Adults, Persons with Disabilities and
Individuals with Limited Incomes
in Broome and Tioga Counties



You are invited to a meeting to discuss
transportation issues in your community

Tuesday, October 2, 2012 at 11:00am
Northern Broome Senior Center
12 Strongs Place, Whitney Point, NY

Tuesday, October 2, 2012 at 5:30pm
Broome County Library
185 Court Street, Binghamton, NY

Wednesday, October 3, 2012 at 10:00am
Tioga Opportunities
9 Sheldon Guile Blvd.
Owego, NY

Thursday, October 4, 2012 at 11:00am
Broome West Senior Center
2801 Wayne Street, Endwell, NY

WHO SHOULD ATTEND?

Local Residents
Human Service Agency Representatives
Elected Officials and Community Leaders

- Provide suggestions and input about your community's transportation needs and priorities
- Share your opinions and ideas about ways to meet those needs
- Recommend methods to improve regional mobility

For more information:
Contact the Binghamton Metropolitan Transportation Study at
607-778-2443

BMTS

*Interpretation services available upon request

Appendix C

Strategies/Information Regarding Transportation Needs from Past Plans and Studies

STRATEGIES FROM PAST PLANS

Transportation Tomorrow: 2035 – Creating a Sustainable Future (2010)

- ❖ **Sustainability:** Invest in strategies to reduce per capita vehicle miles traveled (VMT) and improve the availability and level of service of public transit.
 - This can be accomplished by reducing redundancies in the current transportation systems and working to achieve multiple-organization coordination
- ❖ **Accessibility:** To ensure that the regional transportation system provides convenient mode-neutral access to destinations including employment, education, and services
 - Improve the availability and level of service of public transit, increase ADA paratransit bus fleet to accommodate all requests for service, periodically reevaluate and adjust route structure to provide access to new destinations
- ❖ **Mobility:** To create a regional transportation system that provides travel choices so personal travel and goods movement can maximize efficiency.
 - Improve the availability and level of service of public transit
 - Continue to support and promote regional rideshare service
 - Complete Greater Binghamton Greenway multiuse path system within 10 years
- ❖ **Safety Actions.** To create a regional transportation system that provides safe and secure travel for all users and all modes.
 - Improve safety and security for transit users
 - Develop and implement a plan to make bus stops accessible to all users within 5 years
 - Improve pedestrian safety. With the population forecast demonstrating the continued aging of the population, special attention will be paid to the safety needs of the elderly.

Binghamton Regional Job Access Transportation Plan (2000) & Service Evaluation (2004)

PROPOSAL #1: Extend B.C. Transit/B.C. Lift Hours of Service on Weekdays

PROPOSAL #2: Enhance B.C. Transit/B.C. Lift Weekend Service

PROPOSAL #3: Create a Transportation Service Center / Transportation Broker

PROPOSAL #4: Improve public transportation service across the Broome-Tioga County border.

PROPOSAL #5: Enhanced Rural Paratransit Service.

Broome County Rural Paratransit Analysis (2002)

The following service improvement options were identified:

Operations

- Increase the number of peak demand response vehicles operating in BC Country service
- Establish demand response zones throughout the County
- Create rural fixed routes during times of peak demand, with feeder service to those routes provided by demand response zones
- Begin all BC Country service at 6 am
- Schedule trips and utilize vehicles during the midday to a greater extent
- Create two driver shifts per day for each vehicle
- Increase the number of rural to rural trips provided to Senior Community Centers
- Establish a discounted taxi program to serve trip requests that cannot be accommodated by BC Country vehicles
- Raise base fare to \$4.00 and elderly/disabled fare to \$2.00
- Institute discounted pricing for rural-to-rural trips
- Coordinate with Deposit Foundation in service provision between the Triple Cities and the far eastern part of the County
- Establish an institutional fare arrangement between BC Country and ARC, as well as any other providers that utilize BC Country for regularly scheduled subscription trips

- Coordinate with DSS to provide more efficient Medicaid Non-emergency medical transportation (NEMT)

Organizational and Management Improvements

- Establish clear guidelines and assumptions for calculating BC Country expenses
- Create a Paratransit Service Manager position to manage all BCDOPT paratransit services
- Institute a real-time scheduling system
- Install a telephone registering system to determine telecommunications infrastructure needs
- Create a policies and procedures manual for intake, scheduling and dispatching
- Hire additional dispatching/reservation staff and add a pre-recorded BC Country Information Line in order to decrease response time for all reservations
- Designate one full-time position for the task of dispatching drivers and call intake assistance, as needed
- Charge Public Transportation Analyst with providing planning assistance to Paratransit Service Manager and managing computer and information systems
- Increase marketing and outreach to selected human service agencies and major employers

Three alternatives for implementing BC Country service improvements were recommended:

Alternative A focuses on options that provide improved efficiency and effectiveness without dramatically changing the way that BC Country operates or requiring a great deal of additional resources.

The following elements of this alternative have potential to improve job access. Beginning the BC Country service at 6 AM, would enable people to use the service for commuting to jobs that have shifts starting before the original 9 AM service starting time. Establishing a discounted taxi program would also serve job commuters when BC Country buses are full, or if a person's job shift begins or ends when BC Country is not operating. Other operational and management proposals in this alternative have the purpose of making the BC Country service more efficient, cost effective,

and user friendly, however, they would likely have minimal direct impact on improving job access.

Alternative B goes beyond Alternative A by providing significantly more service utilizing additional vehicles in order to address some of the unmet transit need in rural Broome County. This alternative would bring in extra resources to ensure that more program participants and general public users could be provided with trips under an expanded paratransit zone system. Alternative B also maintains many of the smaller scale options from Alternative A including the 6 AM starting time for BC Country service, and the establishment of a discounted taxi program. Additionally, this alternative proposes adding two vehicles to the peak BC Country service, and establishing demand response zones throughout the County. These additional changes would enable more people to reserve rides during peak ridership times, of which would likely include time periods commuters would use the service to access their jobs. This alternative also proposes to increase marketing and outreach to selected human service agencies and employers, which would inform them and their employees of this transportation option for commuting to their job.

Alternative C charts a somewhat different course for BC Country than Alternative B in the area of operations. It approaches the inability of BC Country to currently meet demand throughout the County by providing fixed route service in the more remote areas of the County and relying on demand response feeder service to provide connections. In other respects it is similar to Alternative B, proposing an increased number of service zones, a range of smaller scale improvements and a similar management structure.

This alternative also proposes the 6 AM starting time for BC Country service, and the establishment of a discounted taxi program, as well as adding two vehicles to the peak BC Country service, and increasing marketing and outreach to selected human service agencies and employers. The creation of rural fixed routes during times of peak demand, with feeder service to those routes provided by demand response zones would alleviate ridership capacity constraints during peak times. The rural fixed routes and their respective time schedules could also be designed to meet job access needs.

Tioga County Transit Services Study (2003)

Service Plan:

- Owego to Broome Community College Route: Realign route to connect with the Town Square Mall. Five round trips per service day. Two of those round trips would extend to BCC and Broome ARC, and then serve BC Junction on the way back.

Capital Program:

- Continue program of delineating bus stops with signs. This also increases public awareness of the transit system.
- Install passenger waiting shelters at park-n-ride lots and locations of highest passenger activity.
- Bus Fleet – Replace existing buses as they reach and exceed their useful life. A sufficient amount of buses should be available to meet both peak vehicle requirements as well as an adequate allowance for spare vehicles.

Broome County Office for Aging – Plan for Services 2012-2016

Transportation is critical to a senior's ability to remain independent. Transportation issues are consistently in the top five reasons older adults call the Senior Resource Line and were the third highest reason for calls in 2010.

Seniors have the need to get to medical appointments, grocery stores, pharmacies—and they need to be able to participate in community life. Lack of adequate transportation that can easily be utilized results in increased isolation, increased financial burden when more expensive transportation is the only option, and decreases a person's ability to access health care and wellness programs.

Many elders find they can no longer afford the expense of owning a car. When they give up their car, they are dependent on other transportation options. Additionally, the increase in the cost of gas is making it prohibitive for volunteers and family members to provide individual rides.

When a person no longer has access to a car, public transportation is an option, but many people are unaware of how to use this service. Those living in the urban core have a greater variety of options with public fixed route busses and paratransit service for the disabled running seven days a week. Paratransit service for seniors is available Monday through Friday. Seniors riding in the rural regions can only access paratransit services on certain days of the week and hours of service vary by region. These busses take seniors from their homes to the urban core; there is limited service for traveling within their communities.

Seniors with varying levels of impairment have different transportation needs. While some can walk a couple of blocks to access fixed route service, another group needs curb-to-curb service, so they only have to walk to the end of the driveway. The frailest elders may be unable to move beyond their door without assistance and require door-through-door service.

Door-through-door service meets the needs of those whose frailties or infirmities require them to have hands-on assistance when traveling. Public transit systems in Broome County offer curb-to-curb transportation. Some private transportation companies provide door-through-door service; however, the costs of these services are often prohibitive for low and moderate-income seniors. Often volunteers are the only affordable source of escorted door-through-door transportation.

Aging Futures Project – Strategic Plan (2004)

Transportation

Remaining mobile is an important component of retaining the maximum level of independence. Transportation options support seniors in getting to medical appointments, accomplishing daily tasks such as shopping, socializing and retaining their independence. Most seniors rely on private vehicles for their transportation. In Broome County, 18.7% of the age 65+ households, or 3,967 households, do not have a vehicle available. As seniors experience physical or cognitive changes, their driving skills may deteriorate. Driving cessation typically climbs in the 70+ population and peaks at age 85.

Men are expected to live six years past the point where they stop driving and women an average of 10 years. Providing transportation can be stressful and burdensome for caregivers who often assume this role. As the senior population grows, and more seniors choose not to drive, we will need more transportation capacity. Seniors are interested in additional on-demand transportation. Coordination between the various service providers also supports an efficient community-based system. Consumer involvement is vital to the transportation planning process. Community education efforts on transportation options are an on-going need.

Goals

Objectives

A) Transportation planning initiatives incorporate the needs and preferences of Broome County seniors.

Intermediate-term Objectives

- Offer consumers of transportation services a means to participate in the planning process so that they can offer their perspective on transportation needs.
- Integrate the consumer perspective into transportation planning.

B) Seniors know what transportation services are available and understand how to access transportation services.

Short-term Objectives

- Support public education efforts about available transportation services and how to access transportation services.

C) The need for additional capacity is defined and plans to implement changes are completed.

Intermediate-term Objectives

- Assess the feasibility of seniors supporting a private senior transportation company to facilitate additional transportation

capacity.

D) An efficient community-based transportation system with improved coordination between the various service providers is in place.

Intermediate-term Objectives

- Hold quarterly meetings to provide an exchange between public/private providers of transportation services. Key players meet together to assess need, capacity and new opportunities.

Appendix D

JARC/New Freedom Scoring Criteria

Section 5310 Scoring Form/Score Explanation

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY (BMTS)
(JARC/New Freedom Funding Solicitation)**

SCORING CRITERIA

Project Needs, Goals, and Objectives (40 points total): The project should directly address transportation gaps and/or barriers identified in the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) or are otherwise based on a documented assessment of needs within the designated communities of concern. Applications should clearly state the overall goals and objectives of the proposed project and demonstrate how the project is consistent with the objectives of the JARC and New Freedom grant programs.

Implementation Plan (20 points total): For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided. The service operations plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described. For projects seeking funds for capital purposes, the applicant must provide a solid rationale for use of JARC and New Freedom funds for this purpose, and demonstrate that no other sources of funds or insufficient funds are available to meet this need. Also, provide an implementation plan and timelines for completing the capital project.

Project Budget (15 points total): Projects must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period. The project sponsor shall demonstrate how using this funding leverages resources to the maximum possible extent.

Coordination/Program Outreach (15 points total): Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project.

Program Effectiveness and Performance Indicators (5 points): The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to need and is a cost-effective approach. Project sponsors should identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service and steps to be taken if original goals are not achieved. Sponsor should describe steps to measure the effectiveness and magnitude of the impact that the project will have on residents.

Innovation (5 points): The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY (BMTS)
(JARC/New Freedom Funding Solicitation)**

SCORING MATRIX

Question	Possible Points*
Project Needs, Goals, and Objectives	
Does the project establish, preserve, or improve mobility for a target population?	30
What percentage of the region's target population is served by the project?	5
Does the applicant provide income and unemployment figures for the target population?	5
Implementation Plan	
Does the applicant provide an implementation plan for the project, including key personnel and demonstrating the agency's ability to complete the project?	5
Does the applicant provide a timeline for completing the project?	5
Does the applicant identify available transportation operators in the project area?	5
What is the extent of service provided by the project (days and hours)?	5
Project Budget	
Did the applicant submit letter of commitment or other proof of the matching funds?	5
Does the project leverage resources to the maximum possible extent?	5
Does the applicant provide methods to sustain service after the grant period?	5
Coordination/Program Outreach	
Does the project involve collaboration by at least one other group not including entity providing matching funds?	10
Does the application include a letter of support from the involved entities?	5
Program Effectiveness and Performance Indicators	
Is there a methodology identified to measure and evaluate the impact of the project in meeting its identified goals?	5
Innovation	
Does the project contain innovative ideas that could be applied elsewhere?	5

*Partial points may be awarded

State of New York, Department of Transportation
FTA Section 5310 Program
Application Evaluation Scoring Explanation
(FFY 2012 Program Year Solicitation Process)

Method of Award is conducted by point value, with each application for federal funding under the FTA Section 5310 Program evaluated through a Project Evaluation Questionnaire process answered by a committee of reviewers on a 100 point scale, the category breakdown of which is as follows:

Score Category	Total Points Available
Description of Financial Capabilities and Local Match Required	6
Description of Project Services and Explanation of Need	25
Vehicles Requested – Federal Performance Measures	8
Proposed Schedule of Operations for Vehicle(s) Requested – Federal Performance Measures	8
Justification for Federally Funded Vehicle(s) under Section 5310 and Description of Management Capabilities	21
Project Involvement in a Locally Developed Human Service Public Transit Coordinated Transportation Plan	24
Involvement of Private-for-Profit Operators through Public Notice, & Utilization and Performance Measures	8
Past Performance under the FTA Section 5310 Program and sufficient protections from religious preferential treatment	Percentage (%) deduction impacts

Through this questionnaire process:

- All questions with point values are tallied and averaged for all Statewide Application Review Committee (SARC) review questionnaires answered, for each individual question.
- The average for each question is then multiplied by a weight factor applied to each question (see weight factor analysis chart that follows) achieving a total score for the question.
- The scores for each question are then added together and multiplied by any percentages applied as part of the evaluation questionnaire responses (if any) and the total score is subtracted or added by that percentage amount.
- This achieves the final evaluation score for the application.

Section of Application (combined avail. score)	Evaluation Questions	Score Range	Weight Factor	Total Possible Score
SARC Project Evaluation Questions				
II. (6)	1.	0-2	3.00	6
III. (25)	2.	0-3	2.00	6
	3.	0-1	2.00	2
	4.	0-1	2.00	2
	5.	0-1	1.00	1
	6.	0-2	1.00	2
	7.	0-2	3.00	6
	8.	No Score		
	9.	0-2	3.00	6
IV. (8)	10.	0-1	8.00	8
V. (8)	11.	0-1	8.00	8
VI. (21)	12.	0-3	3.00	9
	13.	0-3	2.00	6
	14.	0-2	3.00	6
VII. (24)	15.	0-2	5.00	10
	16.	0-2	3.00	6
	17.	0-4	2.00	8
Project Evaluation (Part II) Evaluation Questions				
Part II - IV. (1)	1.	0-1	1.00	1
Part I - III., IV., V., VI. (7)	2.	0-2	2.00	4
	3.	0-3	1.00	3
Not applicable	4.	No Score		
TOTAL				100

State of New York, Department of Transportation
FTA SECTION 5310 PROGRAM
Statewide Application Review Committee (SARC)
PROJECT EVALUATION QUESTIONNAIRE

Legal Name of Applicant Organization:	
County of Operation:	

Reviewer's Name:	
Date of Review:	

INSTRUCTIONS

Beginning on page 2, for each Section of the Application listed, question(s) are provided as part of this SARC Evaluation Questionnaire process. Rate each question based upon the Evaluation Rubric Response listed below each question that will have the following information:

EVALUATION RUBRIC FOR QUESTION RESPONSES		
Point Value	Rating Response Check Box	Rating Definition for the Applicable Question

EXPLANATION OF APPLICATION SCORING PROCESS

Once this Evaluation Questionnaire has been completed and returned to NYSDOT, the following process will be used to determine each applications final score that will establish a rank list of projects recommended for federal funding under this program:

TOTAL <i>POINTS</i> AWARDED THROUGH EVALUATION QUESTIONNAIRE	a.	
TOTAL <i>POINTS</i> AWARDED FOR ALL EVALUATIONS	b.	
WEIGHT FACTORS APPLIED (for each question)	c.	
TOTAL SCORE	d.	b. * c. = d.
TOTAL +/- <i>PERCENTAGE</i> APPLIED (if applicable)	e.	
FINAL SCORE	f.	d. * e. = f.

EVALUATION QUESTIONS

II. Description of Financial Capabilities and Local Match Required

1. Does the project adequately describe the financial capabilities to pay for the required 20% local match, as well as the ongoing operation and maintenance for vehicle(s) to be acquired under the grant?

2	<input type="checkbox"/>	Yes, an adequate description has been provided and the organization appears to have sufficient financial resources.
0	<input type="checkbox"/>	No, the organization did not provide an adequate description or does not appear to have sufficient financial resources.
Please put an "X" in the box next to the most appropriate statement.		

III. Description of Project Services and Explanation of Need

2. Has the applicant provided a thorough description of its primary purpose as it relates to providing services to elderly individuals and individuals with disabilities?

3	<input type="checkbox"/>	Yes, to a substantial degree.
2	<input type="checkbox"/>	Yes, to a moderate degree.
1	<input type="checkbox"/>	Yes, but only to a minor degree.
0	<input type="checkbox"/>	No, the description provided was extremely vague and unclear.
Please put an "X" in the box next to the most appropriate statement.		

3. Has the applicant provided a detailed description of the requirements necessary for people to participate in the programs of the applicant organization?

1	<input type="checkbox"/>	Yes, an adequate description was provided.
0	<input type="checkbox"/>	No, an adequate description was not provided.
Please put an "X" in the box next to the most appropriate statement.		

4. Has the applicant sufficiently explained the method for deciding how transportation services are allocated?

1	<input type="checkbox"/>	Yes, a sufficient explanation was provided.
0	<input type="checkbox"/>	No, a sufficient explanation was not provided.
Please put an "X" in the box next to the most appropriate statement.		

5. Has the applicant provided sufficient information concerning the geographic area where transportation services will be provided?

1	<input type="checkbox"/>	Yes, sufficient information was provided.
0	<input type="checkbox"/>	No, sufficient information was not provided.
Please put an "X" in the box next to the most appropriate statement.		

6. Has the applicant sufficiently explained why the public transportation services in the proposed geographic area cannot provide the transportation services that are proposed for the vehicle(s) requested?

2	<input type="checkbox"/>	Yes, a sufficient explanation has been provided and the explanation significantly justifies the need for the service in the geographic area proposed.
1	<input type="checkbox"/>	Yes, a sufficient explanation has been provided, but the explanation is not a thorough justification.
0	<input type="checkbox"/>	No, sufficient explanation has not been provided.
Please put an "X" in the box next to the most appropriate statement.		

7. Has the applicant sufficiently explained why the vehicle(s) requested are necessary to provide transportation to the elderly and individuals with disabilities?

2	<input type="checkbox"/>	Yes, a sufficient explanation has been provided and the explanation significantly justifies the need for providing transportation to elderly individuals and individuals with disabilities.
1	<input type="checkbox"/>	Yes, a sufficient explanation has been provided, but the explanation is not a thorough justification.
0	<input type="checkbox"/>	No, sufficient explanation has not been provided.
Please put an "X" in the box next to the most appropriate statement.		

8. If this applicant organization is affiliated with a religion, religious institution or religious organization, is a statement provided that indicates sufficient protection from religious preferential treatment of consumers?

No Score	<input type="checkbox"/>	Yes, a statement has been provided that indicates sufficient protection.
(-15%)	<input type="checkbox"/>	No, the statement is missing or the statement is insufficient. – Provide Explanation Below (APPLICATION PENALTY RESPONSE: Unanimous By All Reviewers)
Please put an "X" in the box next to the most appropriate statement.		

9. Based upon the number of program eligible consumers to be served and estimated semi-annual one-way passenger trips provided, are each of the vehicle(s) and their passenger capacity justified for providing services to elderly individuals and individuals with disabilities?

2	<input type="checkbox"/>	Yes, the number of vehicle(s) and passenger capacity is appropriate and justified.
1	<input type="checkbox"/>	Yes, the passenger capacity is appropriate, but the number of vehicle(s) is not sufficiently justified.
0	<input type="checkbox"/>	No, the number of vehicle(s) or the passenger capacity is not appropriate and is not sufficiently justified.
Please put an "X" in the box next to the most appropriate statement.		

IV. Vehicles Requested

10. Is this chart sufficiently completed?

1	<input type="checkbox"/>	Yes, it is sufficiently completed.
0	<input type="checkbox"/>	No, information is missing.
Please put an "X" in the box next to the most appropriate statement.		

V. Proposed Schedule of Operations for Vehicle(s) Requested

11. Is this chart sufficiently completed?

1	<input type="checkbox"/>	Yes, it is sufficiently completed.
0	<input type="checkbox"/>	No, information is missing.
Please put an "X" in the box next to the most appropriate statement.		

VI. Justification for Federally Funded Vehicle(s) under Section 5310 and Description of Management Capabilities

12. Based upon the information and justifications provided, including previously expressed number of elderly and/or disabled consumers to be served, frequency of trips, etc., provide your assessment as to the degree of the level of need for the vehicle(s) as expressed by the applicant for the proposed specialized elderly and/or disabled transportation service.

3	<input type="checkbox"/>	The Degree of Need is Critical & Substantial.
2	<input type="checkbox"/>	The Degree of Need is Substantial.
1	<input type="checkbox"/>	The Degree of Need is Moderate.
0	<input type="checkbox"/>	The Degree of Need is Small or Unclear.
Please put an "X" in the box next to the most appropriate statement.		

13. Does the narrative provided sufficiently explain the need for the applicant's proposed expansion and/or replacement vehicle(s) for the specialized transportation service?

3	<input type="checkbox"/>	Yes, to a substantial degree.
2	<input type="checkbox"/>	Yes, to a moderate degree.
1	<input type="checkbox"/>	Yes, but only to a minor degree.
0	<input type="checkbox"/>	No, the explanation was extremely vague and unclear.
Please put an "X" in the box next to the most appropriate statement.		

14. Does the applicant provide sufficient evidence of the organization's capability to manage the project and operate the specialized transportation service as proposed?

2	<input type="checkbox"/>	Yes, sufficient evidence is provided and the organization appears to have both adequate management and operational capabilities.
1	<input type="checkbox"/>	Yes, evidence is provided but the organization did not adequately provide enough information on either management or operational capabilities.
0	<input type="checkbox"/>	No, sufficient evidence was not provided and/or the organization does not appear to have either adequate management or adequate operational capabilities.
Please put an "X" in the box next to the most appropriate statement.		

VII. Project Involvement in a Locally Developed Human Service Public Transit Coordinated Transportation Plan

15. **(MPO/NYSDOT Main Office only)** Has the applicant provided sufficient documentation that shows proof it has met the requirement that the project vehicle(s) proposed for funding are part of/derived from (and/or have made significant efforts towards meeting this requirement) a locally developed coordinated public transit-human services transportation plan through a local level planning process?

2	<input type="checkbox"/>	Yes, the applicant has provided sufficient documentation that it has fully met the requirement, and it has been further determined that the organization's level of service and coordination have the potential to exceed expectations.
1.5	<input type="checkbox"/>	Yes, the applicant organization has provided sufficient documentation that it has fully met the requirement.
1	<input type="checkbox"/>	Yes, but there are reservations about the applicant organizations level of service and coordination.
0.5	<input type="checkbox"/>	Yes, but it has been determined that the applicant organization's level of service and coordination are not likely to meet expectations.
(-100%)	<input type="checkbox"/>	No, The MPO/NYSDOT Main Office has determined that sufficient documentation has not been provided and/or it has been determined the applicant has not met the requirement. – Provide Explanation Below (APPLICATION PENALTY RESPONSE: Must be unanimous By MPO & NYSDOT Main Office)
Please put an "X" in the box next to the most appropriate statement.		

16. **(MPO/NYSDOT Main Office only)** Has the applicant described in the narrative how the project addresses one or more of the coordination strategies, activities, and/or efficiencies identified in the Coordinated Plan for the area of proposed service?

2	<input type="checkbox"/>	Yes, the applicant successfully addresses these in its narrative.
1	<input type="checkbox"/>	Yes, but the applicant provides very little detail.
0	<input type="checkbox"/>	No, the applicant does not address these in its narrative.
Please put an "X" in the box next to the most appropriate statement.		

17. Using the applicant’s narrative, characterize your view of the applicant's efforts to develop coordinated service arrangements/agreements with other agencies to meet the elderly/disabled transportation needs described in this application and those of other agencies.

4	a.	<input type="checkbox"/>	The applicant has made contractual agreements with other agencies to provide transportation with federally funded vehicle(s) to elderly/disabled individuals whose services are arranged or funded by more than one agency, and documentation is included with their application.
4	b.	<input type="checkbox"/>	The applicant has arranged to lease or share federally funded vehicle(s) during idle/dead head travel periods, to other human service agencies to provide elderly/disabled transportation for the other agency's clients and documentation is included with their application.
2	c.	<input type="checkbox"/>	The applicant has made thorough efforts to coordinate and has made complete and substantial follow-up efforts at coordination and: (1) is likely to enter into specific coordination agreements; or (2) has found that other agencies are unwilling or unable to coordinate project vehicles.
1	d.	<input type="checkbox"/>	The applicant has attempted to coordinate with other agencies only to a minimal extent.
0	e.	<input type="checkbox"/>	The applicant has made little or no effort to coordinate <i>or the application is unclear.</i>
2	f.	<input type="checkbox"/>	There are no other agencies with elderly/disabled clients in the applicant's geographic area of transportation services.
2	g.	<input type="checkbox"/>	Due to the unique nature of the proposed service, there are no realistic opportunities to coordinate the services.
Please put an "X" in the box next to the most appropriate statement.			

END OF QUESTIONNAIRE