

**Coordinated
Public Transit-Human Services
Transportation Plan
Madison County, New York
May 2010 – May 2015 Update**



Coordination Transportation Work Plan

Municipality Name:

Madison County, New York

Lead Agency:

Madison County Planning Department

Lead Agency Contact:

Contact Person:

Scott Ingmire, Director

Agency:

Madison County Planning Department

Mailing Address 1:

PO Box 606

Mailing Address 2:

Wampsville, NY 13163

Phone:

315-366-2376

Fax:

315-366-2742

Email:

scott.ingmire@madisoncounty.ny.gov

Coordinated Transportation Work Plan-Table of Contents

Section 1.0	<u>Introduction</u>	1
	Funding Programs	2
	Federal Section 5310	2
	Federal Section 5311	2
	JARC – 5316	3
	New Freedom Program – 5317	4
	NYSTOA	5
	Medicaid	5
	Flexible Fund Family Services	5
	Community Solutions	6
Section 2.0	<u>Plan Development Overview</u>	7
Section 3.0	<u>Partnering Agencies</u>	8
	Coordination Steering Committee	9
	Coordination Steering Sub-Committee	9
Section 4.0	<u>Demographic Analysis</u>	10
	Population Density	10
	Senior Population	12
	Low Income Populations	12
	Mobility Limited Population	16
	Major Employers	16
	Medical Facilities	19
Section 5.0	<u>Inventory of Resources and Services</u>	19
	For Profit Providers	19
	Non-profit Providers	23
	Public Providers	25
	Human Service Agency Providers	26
	Others	27
Section 6.0	<u>Needs Gap Analysis</u>	27
	Gap Analysis Results	31
Section 7.0	<u>Proposed New Mobility Program</u>	35
	Transportation Oversight	36
	Future Transportation Planning	38
Section 8.0	<u>Implementation Timeline</u>	39
Section 9.0	<u>Expected Benefits</u>	41

Executive Summary

The Madison County Coordinated Public Transit-Human Services Transportation Plan has been developed in response to federal law. The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requires the establishment of a “locally developed, coordinated public transit-human services transportation plan” for all Federal Transit Authority programs for underserved populations.

In its simplest form, the purpose of this effort is to ensure that adequate services are provided to the target populations of persons with disabilities, elderly populations, and individuals with low incomes. Additionally, this coordinated planning effort will result in the elimination of service duplications, better use of local, State, and Federal transportation dollars, and a general improvement in transportation services provided within the County. A committed group of citizens, transportation providers, County departments, local human service agencies, municipalities, and steering committee members have collaborated to update this plan in 2015. Committed local partners continue to move forward with a mobility program guided developed by a multi-agency system comprised of a public and private partnership. Individual members will continue to operate their own programs, but agree to share rides, share buses where feasible, and enter into partnering agreements when practical. Though this plan does not specify specific details of the changing system, it does establish the foundation for our plan to coordinate transportation. These efforts will result in improved transportation services in the County and a more effective use of all funds, and will positively benefit the health and quality of life for Madison County’s residents.

Section 1.0 – Introduction

The Madison County Coordinated Public Transit-Human Services Transportation Plan has been developed in response to federal law. The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)¹ requires the establishment of a “locally developed, coordinated public transit-human services transportation plan” for all Federal Transit Authority programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310). Projects proposed for funding under these programs must be selected from the aforesaid coordinated plan. The plan is intended to identify and address transportation needs of individuals with disabilities, older adults, and residents with low incomes.

The provisions of SAFETEA-LU aim to improve transportation services for persons with disabilities, older Americans, and individuals with lower incomes. The provisions ensure that communities coordinate transportation resources provided through multiple Federal programs. A coordinated plan for human services transportation enhances transportation access, minimizes duplication of Federal services, and encourages the most cost-effective transportation possible. This is not an “all or nothing” process however; many levels of coordination are possible. Sharing rides, vehicles, and funding are the first steps. However, other needs exist that could lend themselves to coordination as well such as: sharing maintenance, training, listing services, information technology, intelligent transportation systems, etc.

To this end, Madison County has developed a Coordinated Transportation Plan Steering Committee and Sub Committee made up of representatives from County government, municipal governments, local service agencies, hospitals, elder care facilities, institutions of higher education, private consultants, and transit operators. For drafting of the 2010 Plan, the Committee met on a 4-6 week basis since the summer of 2009 to develop the plan and discuss transportation needs within the County. The following plan update represents the current state of transportation in Madison County and suggests goals for its improvement. This plan is intended to change over time based on the commitment that true coordination will only be

¹ <http://www.fhwa.dot.gov/safetealu/>

fully realized if involved agencies and constituents continue to collectively work toward these goals in the future.

Funding Programs

Federal Section 5310 – Transportation for Elderly Persons and Persons with Disabilities

This program (49 U.S.C. 5310) provides formula based funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are determined based on each State's share of population for these groups of people.² Capital assistance is provided on an 80 percent Federal, 20 percent local matching basis. Those eligible to receive Section 5310 funding include private non-profit agencies, public bodies approved by the state to coordinate services for elderly persons or persons with disabilities, or public bodies which certify that no nonprofit corporations or associations are readily available to provide the service. Madison Cortland ARC, Inc. is the sole recipient of these funds in Madison County. Funds that are awarded are used to purchase buses to provide transportation services to the ARC's clients.

Federal Section 5311 – Rural and Small Urban Areas

The Federal Transit Administration (FTA) describes the 5311 program as follows: "This program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 populations. Eighty percent of the statutory formula is based on the non-urbanized population of the States. Twenty percent of the formula is based on land area. No State may receive more than 5 percent of the amount apportioned for land area. In addition, FTA adds amounts apportioned based on non-urbanized population according to the growing States formula factors of 49 U.S.C. 5340 to the amounts apportioned to the States under the Section 5311 program. Funds may be used for capital, operating, and

² http://www.fta.dot.gov/funding/grants/grants_financing_8348.html.

administrative assistance to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services.³

Madison County is a recipient of FTA Non-Urbanized Area Grant Program funding to support the Madison Transit System (MTS). Under this program, the Madison County receives operating assistance to support operations, as well as capital assistance funding to purchase buses used to provide MTS service. While the Section 5311 program is not subject to the requirement that candidate projects must be derived from a locally developed, coordinated public transit-human services transportation plan, “Executive Order 13330, “Human Service Transportation coordination,” ... directs Federal agencies funding human services transportation services to undertake efforts to reduce transportation service duplication, increase efficient transportation services delivery, and expand transportation access for seniors, persons with disabilities, children, low-income persons and others who cannot afford or readily use automobile transportation.” The utilization of the MTS system to enhance mobility options for underserved population groups is consistent with the Executive Order. While Madison County is the recipient, Birnie Bus Lines, Inc. has received the benefit of 5311 capital assistance funding to purchase buses used to deliver Madison Transit System bus services. Typically, Birnie Bus Services, Inc. provides the ten percent (10 %) local share to the County’s application for 5311 capital funding for bus replacement.

Jobs Access Reverse Commute (5316):

Job Access Reverse Commute (JARC) is a FTA formula program for projects relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.⁴ Additionally, it can assist public transportation projects designed to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. Eligible recipients are governmental agencies and non-profit entities that offer job access and reverse commute services to transport welfare recipients and low-income individuals to and from jobs, training, and child care; and to develop transportation services for residents rural

³ http://www.fta.dot.gov/funding/grants/grants_financing_3555.html

⁴ http://www.fta.dot.gov/funding/grants/grants_financing_3550.html

and suburban areas to suburban employment opportunities. Job Access grants may finance capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promoting use of transit by workers with nontraditional work schedules; promoting use of employer-provided transportation including the employee transit pass benefit program; and mobility management or transportation brokerage expenditures. For Reverse Commute grants, operating costs, capital costs, and other costs associated with reverse commute by bus, carpool, vans, or other transit service are eligible. The Federal/local share is 80 percent/20 percent for capital projects, which include mobility operations, and 50/50 for operating projects. New York State Department of Transportation utilizes a competitive selection process to award grants under JARC.

New Freedom Program (Section 5317):

The New Freedom Program is a FTA formula grant program for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services (49 U.S.C. 5317).⁵

Funds can be used for associated capital and operating costs to provide new services. Examples of projects and activities that might be funded under the program include: purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs; providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including runs that operate seasonally; making accessibility improvements to transit stations; supporting voucher programs for transportation services offered by human service providers; supporting volunteer driver and aide programs; supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. The Federal share of the net project capital cost may be up to 80 percent, and not more than 50 percent of the net operating cost of a project.

⁵ http://www.fta.dot.gov/funding/grants/grants_financing_3549.html

New York State Statewide Mass Transportation Operating Assistance (STOA)

In 1975-1976, the State Legislature of the State of New York enacted the Section 18-b Law, which created an ongoing and permanent STOA program. In upstate New York, the STOA program is funded solely by the Petroleum Business Tax (PBT), a tax on petroleum businesses based on the quantity of petroleum products sold or used. Statewide Mass Transportation Operating Assistance funds are used to pay out about \$3 billion annually to approximately 130 transit operators.⁶ Section 119-r of the General Municipal Law of NYS authorizes Counties to enter into agreements with private bus companies for the performance of certain mass transportation operations. STOA funds are a prime component of the funding source for the Madison Transit System and other services within the County.

Medicaid

Medicaid is a federally mandated health program for individuals or families of low incomes and resources. It is funded by the federal government and managed by the states. For those served by Medicaid, the program includes payment for transportation to and from medical appointments, which can include payment for the use of public transportation. In 2013, the State assumed the role that Counties were playing in Medicaid Transportation. A regional call center has been set up with Medical Answering Service (**855-852-3286**) that handles all aspects of Medicaid Transportation. Their website can be accessed here:

<https://www.medanswering.com/page.taf?ID=27> .

Flexible Fund for Family Services (FFFS)

Flexible Funds for Family Services is federal funding available to local social service districts to be used for Temporary Assistance for Needy Families (TANF) eligible clients. These funds can be used for a wide range of activities that include work related transportation expenses, non-assistance employment programs, EAF-FC JD-PINS costs, Domestic Violence Screening and Assessment, Drug and Alcohol Assessment and Monitoring, PINS Prevention Detention Diversion Services and other allowable TANF related expenditures. This large non-

⁶ <https://www.nysdot.gov/divisions/policy-and-strategy/transit-bureau/public-transportation/state-transit-operating-assistance>

designated allocation of money is allocated to each county, annually. It replaced the Temporary Assistance to Needy Families (TANF) Services Fund. The most significant difference between the two programs is that TANF earmarked certain amounts for each particular program, while FFFS assigns block grants. The 100% federal funding can be used by counties as discretionary funds to develop programs that meet the specific needs of the individual county target population groups. Program needs that meet the original set of TANF criteria set forth in the federal Welfare Reform Act of 1996 continue to be eligible. They are:

- 1) Assist needy families so that children may be cared for in their home or in the homes of relatives
- 2) End the dependence of needy parents on governmental benefits by promoting job preparation, work and marriage
- 3) Prevent and reduce the incidence of out-of-wedlock pregnancies
- 4) Encourage the formation and maintenance of two-parent families

Community Solutions for Transportation

Community Solutions for Transportation Funding has been available to local social service districts for approximately ten years and has been an integral part of local welfare-to-work efforts. The types of services offered through CST vary from county to county and reflect locally-identified transportation needs. Local districts have collaborated with other human services and transportation providers in the public and private sectors to specifically address unmet transportation needs with the primary goal of enabling TANF-eligible individuals to obtain and/or retain employment. Funding is being allocated based on county population statistics showing how many families or individuals in that county fall below 200%-of-poverty (Approximately \$44,000 for a family of four).

Section 2.0 – Plan Development Overview

SAFETEA-LU requires that projects selected for funding under some of the programs described above must be derived from a locally-developed human services transportation coordinated plan, and that the plan be developed through a process that includes representation of public, private, and non-profit transportation and human services providers, as well as public participation. In Madison County, the intended purpose was also to establish relationships and foster cooperation among planning agencies, public and private transportation providers, non-profit transportation providers, human service providers, governmental social services agencies, the general public, and other stakeholders – on behalf of the target populations.

A true coordinated effort must look at a number of transportation issues within a county, which should include: assessing services currently available, assessing the needs of the community, assessment of gaps in transportation services for target populations, steps to minimize the duplication of services, and a prioritization of goals and implementation steps. To meet these goals, Madison County's first step was to hire a transportation consultant to guide the committee through the planning process. The consultant selected was VMC Group, Inc. who has experience in many aspects of transportation, including: preschool age disabled child transport, vehicle routing and routing software, field inspections, and coordinated planning. With the help of VMC, the County Planning Department and the Madison County Board of Supervisors chairman, John Becker, a kickoff plan development meeting was held in November, 2008. Representatives from approximately 10 organizations attended the first meeting.

The process was delayed for a period of time with activities commencing again in July 2009. At this point, a list of Steering Committee members was identified and invited to participate in the coordinated planning process. Consistent with the coordinated plan development requirements, the Committee is comprised of representatives from participating agencies that provide, schedule, or use transportation in the modes of: for-profit providers, non-profit providers, public providers, County human service agency providers, volunteers, and other transportation related agencies.

Since this plan was first completed in 2010 the Committee has met a few times a year to discuss ongoing coordination efforts, funding opportunities, mobility management, and to address the possibility of expanding or modifying the current County system (APPENDIX A reflects pre-2010 meeting efforts). The long term goal of this group is to provide a county-wide system by coordinating the existing services available and utilizing new funding opportunities at both the state and federal level.

The initial meetings centered on developing a plan to gather information concerning a wide variety of topics. Each service agency completed a survey that included questions on transportation costs, fleet makeup, type of transportation, days of operation, and annual statistics. A copy of this survey can be found in APPENDIX B.

The gathering of information was a useful process, deemed essential to both the completion of the Coordinated Transportation Plan and making more efficient the existing transportation options throughout the County. As part of the planning process, members of the County Planning Department met repeatedly with service agencies and transportation providers who openly shared their data and time.

The development of the plan provided the opportunity for public participation by soliciting comments through various avenues. As the final draft of the plan was distributed to members of the Transportation Coordinated Plan Steering Committee, it was made available for public comment through Madison County's website. A hard copy of the plan was also made available for public viewing in the Planning Department. The Committee continues to meet to update the status of evolving needs and the implementation of the plan. These meetings will provide an opportunity for continuous public participation in the planning process.

Provider Needs and Mobility Management

Madison Cortland Chapter NYSARC, Inc. will be applying for 4 buses in 2015 (one type IV and 3 type III) to be used on their current bus runs for the disabled population in Madison county. These buses will replace older buses that were previously attained through the 5310 grant and service multiple locations within Madison County for disabled passengers to attend programs at Madison Cortland Chapter NYSARC, Inc. Due to the limited amount of other

resources for disabled transportation within the County, these buses are needed to continue current services.

Since the completion of the original plan in 2010, changes in funding and operations have strengthened the need for a more versatile and collaborative mobility management program within Madison County. To truly serve all residents of the County, the public transit system alone cannot be the answer. A network of partners held together by a mobility manager seems the most effective option. The Madison County Rural Health Council, Inc. (MCRHC) was established in April 2013 by a consortium of organizations representing the largest providers of health and social services in the county. Through the MCRHC local providers are better able to coordinate the county-wide alignment of health care resources, expertise and services, and evidence based practices to meet health needs in our communities. Access to healthcare is certainly a priority for the Council, and barriers to access can be eliminated with our coordinated system.

Section 3.0 – Partnering Agencies

Though the plan development initially set out with guidance from a formally invited steering committee, the attempt was made to include as many interested people as we could in our meetings. The following lists represent the core participants in the transportation planning process.

Coordination Committee Participants:

<u>Name</u>	<u>Department</u>	<u>Phone</u>	<u>E-mail</u>
Sherry Allen	Stoneleigh Apartments	697-2847	saservicecord@yahoo.com
Julie Dale	MC Community Action	684-3144	jdale@capmadco.org
Julie Harney	MC Office of the Aging	697-5700	Executivedirector@ofamadco.org
Joanne Eddy	MC Youth Bureau	366-2574	Joanne.eddy@co.madison.ny.us
Eric Faisst	MC Dept. of Health	366-2501	Eric.faisst@co.madison.ny.us
Mike Fitzgerald	MC Dept of Social Services	366-2345	25a250@dfa.state.ny.us
Cassie Rose	Planner, City of Oneida	363-4800	crose@oneidacity.com
Rob Crossway	Madison-Cortland ARC	363-3389	Rob.Crossway@madisoncortlandarc.org
Gene Morreale	Oneida Healthcare Center	363-6000	gmorreale@oneidahealthcare.org
Scott Ingmire	MC Workforce Development	363-2400	scott.ingmire@madisoncounty.ny.gov

Mark Piersall	Heritage Farm, Inc.	893-1889	mark@heritagefarminc.org
Teisha Cook	MC Dept of Mental Health	366-2335	teisha.cook@madisoncounty.ny.gov

Steve Burrell	Cazenovia Resident CRIS-CAT		Sburrell0@earthlink.net
Tom Hubal	Birnie Bus	824-1260	tomh@birniebus.com
Steve Chaires	MC Dept of Social Services	366-2244	Steven.Chaires@dfa.state.ny.us
Robert Crossway	Madison-Cortland ARC	363-3389	Rob.Crossway@madisoncortlandarc.org
Terry Inkawhich	Birnie Bus	824-1260	terryi@birniebus.com
Cassie Rose	City of Oneida Planning	633-9333	crose@oneidacity.com
Mary Ellen Rose	MC Planning Department	366-2376	maryellen.rose@co.madison.ny.us
Nancy Verro	Community Action	684-3144	nverro@capmadco.org
Bonnie Slocum	MC Rural Health Council, Inc.	726-4869	slocum.bonnie@mcruralhealthcouncil.org
Jamie Hart	MC Planning Department	366-2376	jamie.hart@madisoncounty.ny.gov

Section 4.0 – Demographic Analysis

Coordinated Planning requires an analysis of demographic data to determine the locations of target population groups, which include: older adults, individuals with disabilities, and persons with low incomes. A wide variety of mappable Census data exists, and though for a relatively small rural County like Madison it is often difficult to identify trends at small geographic levels, the data can be used at the block group level to identify trends and potential underserved populations. Through the use of GIS software, locally collected data, and Census data, it was possible to examine five important demographic categories of data for Madison County. These categories consist of: Population Density, Senior Population, Low Income Populations, Mobility Limited Population, Major Employers, and Medical Facilities.

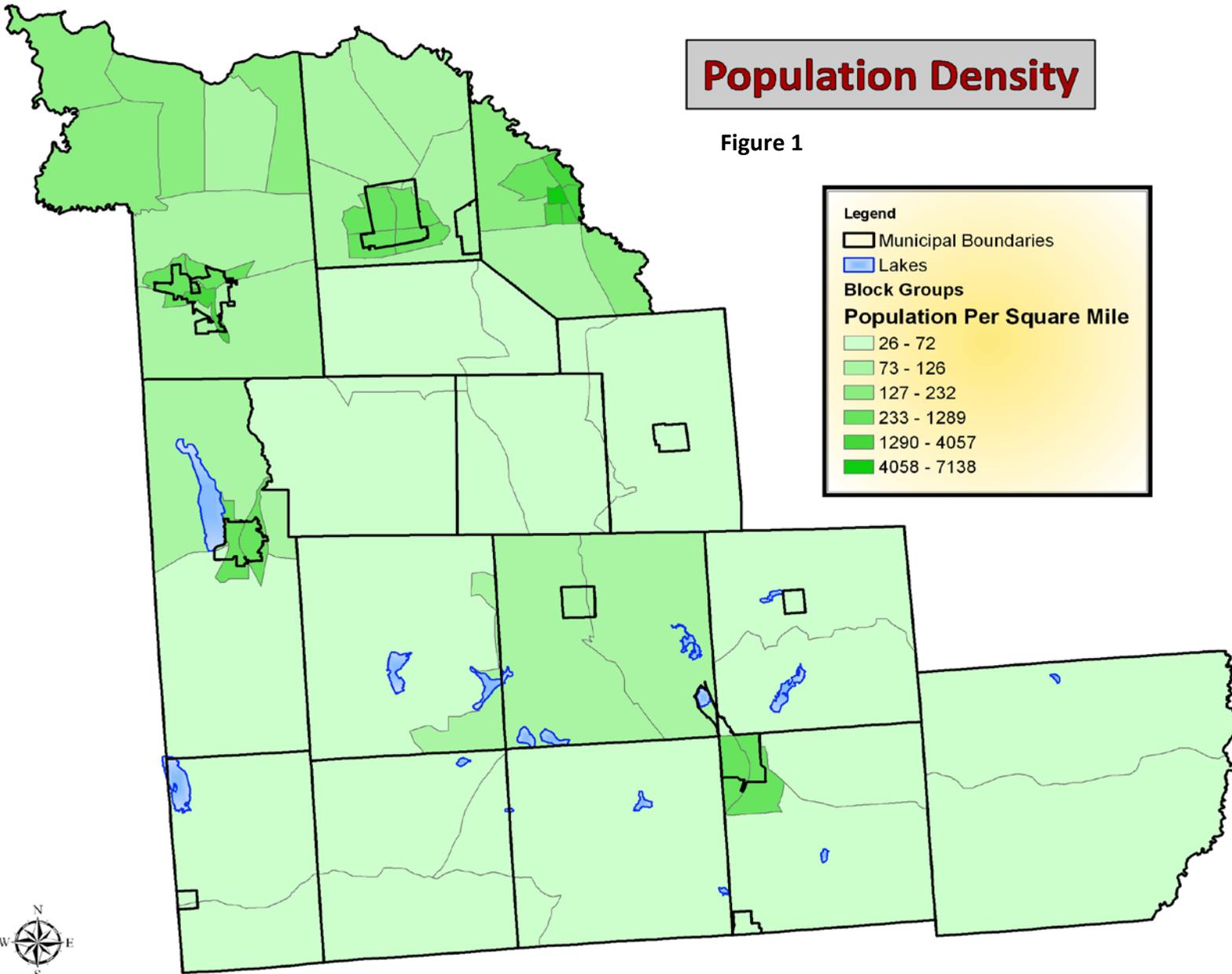
Population Density

Highest population densities are located in downtown Oneida and the center of the Village of Chittenango (Figure 1). High densities were also found in the Villages of Canastota,

Cazenovia, and Hamilton as well as several northern neighborhoods in the Town of Sullivan and the City of Oneida.

Population Density

Figure 1



Legend

- Municipal Boundaries
- Lakes

Block Groups

Population Per Square Mile

- 26 - 72
- 73 - 126
- 127 - 232
- 233 - 1289
- 1290 - 4057
- 4058 - 7138



- Coordinated Plan Steering Committee:
1. Community Action Partnership
 2. Oneida Healthcare Center
 3. Community Memorial Hospital
 4. City of Oneida
 5. Madison-Cortland NYSARC
 6. Madison County Health Department
 7. Madison County Mental Health Department
 8. Madison County Department of Social Services
 9. Madison County Office for the Aging
 10. Madison County Employment and Training
 11. Stoneleigh Apartments
 12. Madison County Planning Department
 13. Heritage Farms

Madison County makes no guarantee or warranty concerning the accuracy of information contained on this map. Madison County further makes no warranty, either expressed or implied, regarding the condition of the product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. This is not a survey product. Parcel data is updated twice a year. The user should assume parcel data to be a minimum of 6 months old at any time. For further information please call the Planning Department at (315) 366-2376.



Senior Population

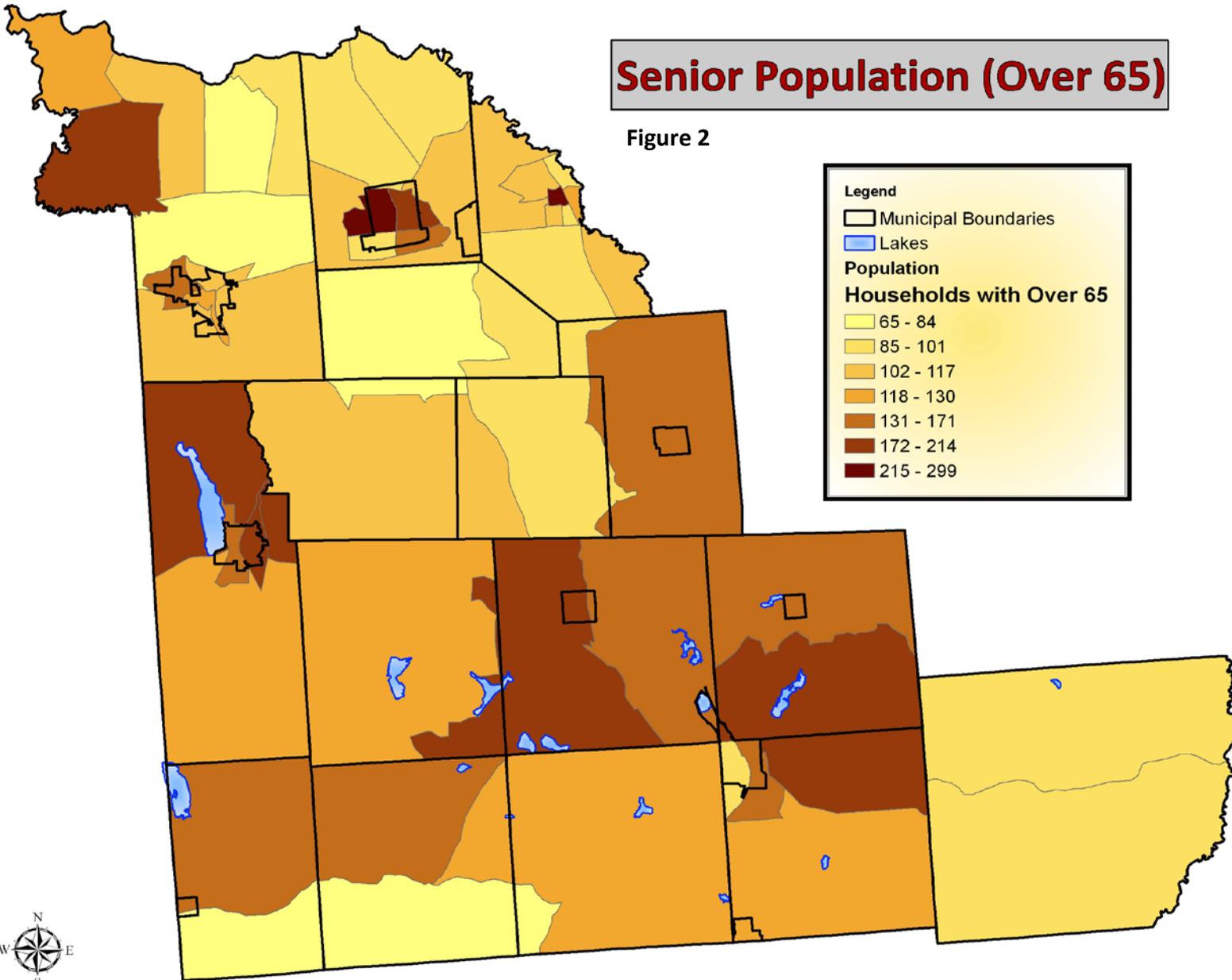
Approximately twelve percent of Madison County's population is 65 years old or over. Many elderly individuals are representative of the transit-dependent population. While elderly people are located throughout the County, the highest concentrations of such residents are located in neighborhoods in the Village of Canastota and the City of Oneida. Sections of the Towns of Sullivan, Cazenovia, Eaton, Madison, and Hamilton also exhibit a fairly high density of elderly population (Figure 2).

Low Income Populations

The low income – or below poverty level – population typically depend on public transportation to a greater extent than individuals with a higher level of disposable income. In Madison County, approximately ten percent of the population reported their income below poverty level. The highest densities of this low income population are located in neighborhoods in the Village of Canastota and the City of Oneida. Other areas with high densities of population below poverty level are Stockbridge, Smithfield, Madison, Eaton, Lebanon, and parts of Hamilton and Lincoln (Figure 3). The committee acknowledges that because of the rural nature of our County, these population estimates may not be completely accurate for the total area in each block group. The Committee also examined data showing the number of households on public assistance (Figure 4).

Senior Population (Over 65)

Figure 2



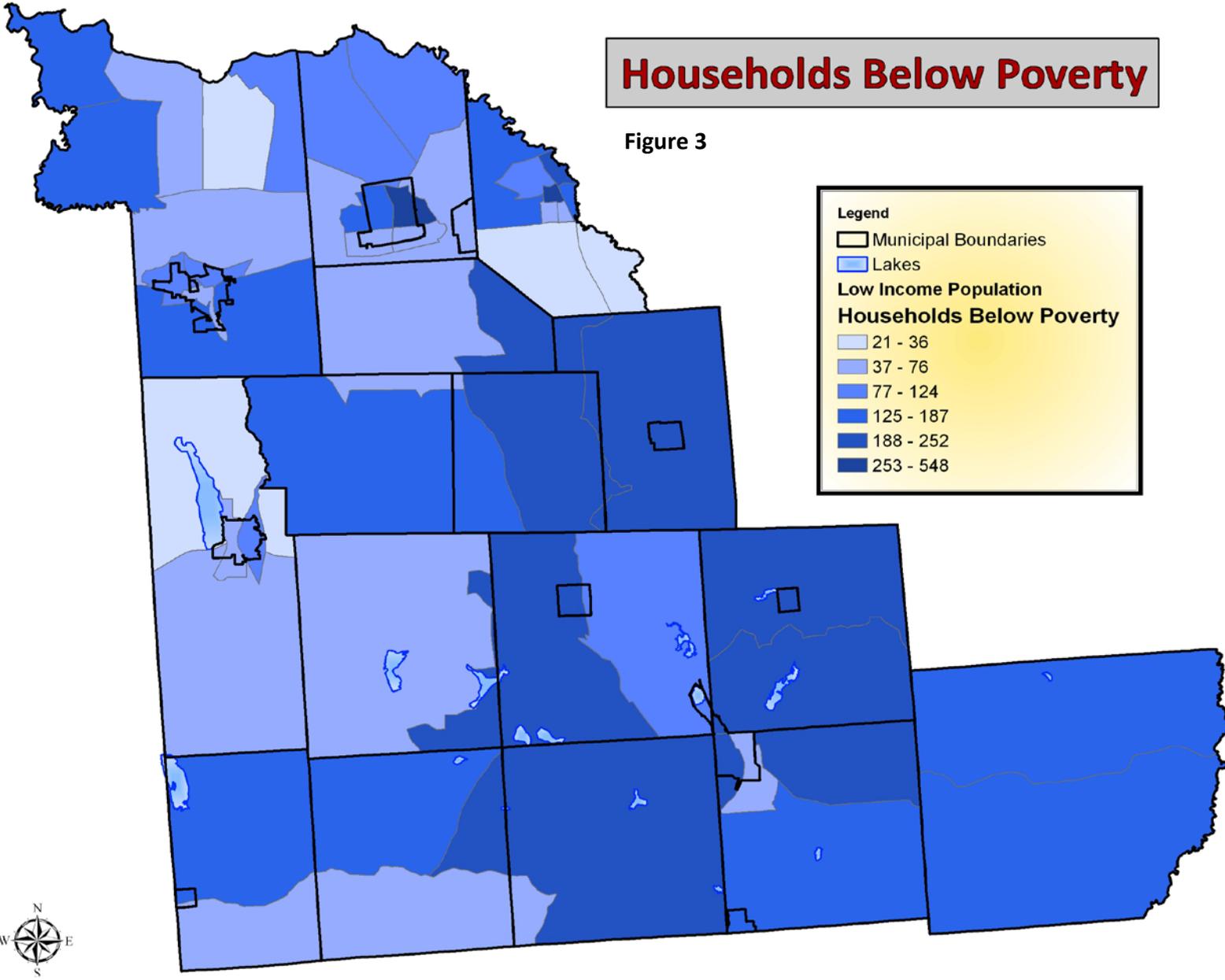
- Coordinated Plan Steering Committee:
1. Community Action Partnership
 2. Oneida Healthcare Center
 3. Community Memorial Hospital
 4. City of Oneida
 5. Madison-Cortland NYSARC
 6. Madison County Health Department
 7. Madison County Mental Health Department
 8. Madison County Department of Social Services
 9. Madison County Office for the Aging
 10. Madison County Employment and Training
 11. Stoneleigh Apartments
 12. Madison County Planning Department
 13. Heritage Farms

Madison County makes no guarantee or warranty concerning the accuracy of information contained on this map. Madison County further makes no warranty, either expressed or implied, regarding the condition of the product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. This is not a survey product. Parcel data is updated twice a year. The user should assume parcel data to be a minimum of 6 months old at any time. For further information please call the Planning Department at (315) 365-2376.



Households Below Poverty

Figure 3



Legend

- Municipal Boundaries
- Lakes

Low Income Population Households Below Poverty

- 21 - 36
- 37 - 76
- 77 - 124
- 125 - 187
- 188 - 252
- 253 - 548



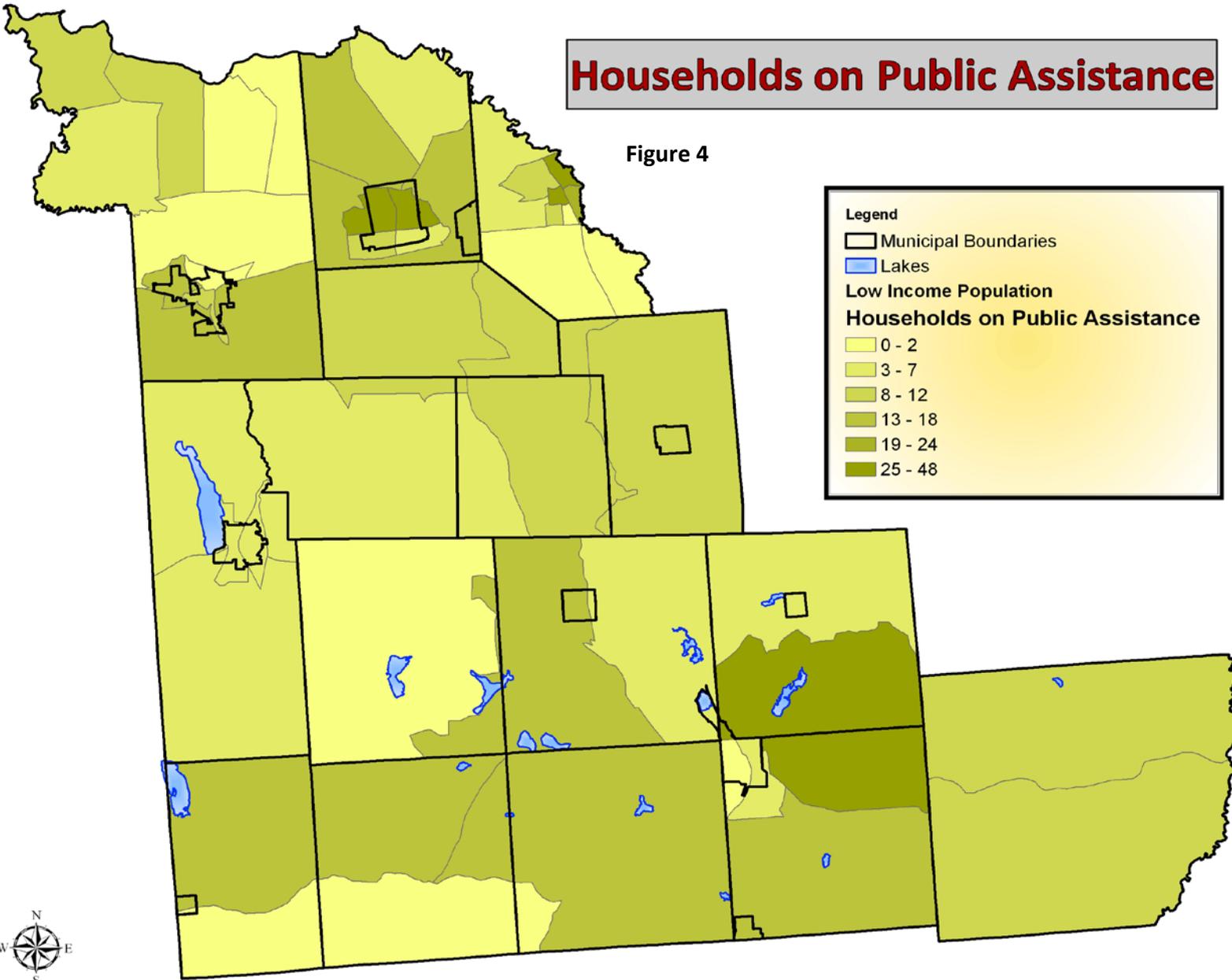
- Coordinated Plan Steering Committee:
1. Community Action Partnership
 2. Oneida Healthcare Center
 3. Community Memorial Hospital
 4. City of Oneida
 5. Madison-Cortland NYSARC
 6. Madison County Health Department
 7. Madison County Mental Health Department
 8. Madison County Department of Social Services
 9. Madison County Office for the Aging
 10. Madison County Employment and Training
 11. Stoneleigh Apartments
 12. Madison County Planning Department
 13. Heritage Farms

Madison County makes no guarantee or warranty concerning the accuracy of information contained on this map. Madison County further makes no warranty, either expressed or implied, regarding the condition of the product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. This is not a survey product. Parcel data is updated twice a year. The user should assume parcel data to be a minimum of 6 months old at any time. For further information please call the Planning Department at (315) 365-2376.



Households on Public Assistance

Figure 4



Legend

- Municipal Boundaries
- Lakes

Low Income Population Households on Public Assistance

- 0 - 2
- 3 - 7
- 8 - 12
- 13 - 18
- 19 - 24
- 25 - 48



- Coordinated Plan Steering Committee:
1. Community Action Partnership
 2. Oneida Healthcare Center
 3. Community Memorial Hospital
 4. City of Oneida
 5. Madison-Cortland NYSARC
 6. Madison County Health Department
 7. Madison County Mental Health Department
 8. Madison County Department of Social Services
 9. Madison County Office for the Aging
 10. Madison County Employment and Training
 11. Stoneleigh Apartments
 12. Madison County Planning Department
 13. Heritage Farms

Madison County makes no guarantee or warranty concerning the accuracy of information contained on this map. Madison County further makes no warranty, either expressed or implied, regarding the condition of the product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. This is not a survey product. Parcel data is updated twice a year. The user should assume parcel data to be a minimum of 6 months old at any time. For further information please call the Planning Department at (315) 365-2376.



Mobility Limited Population

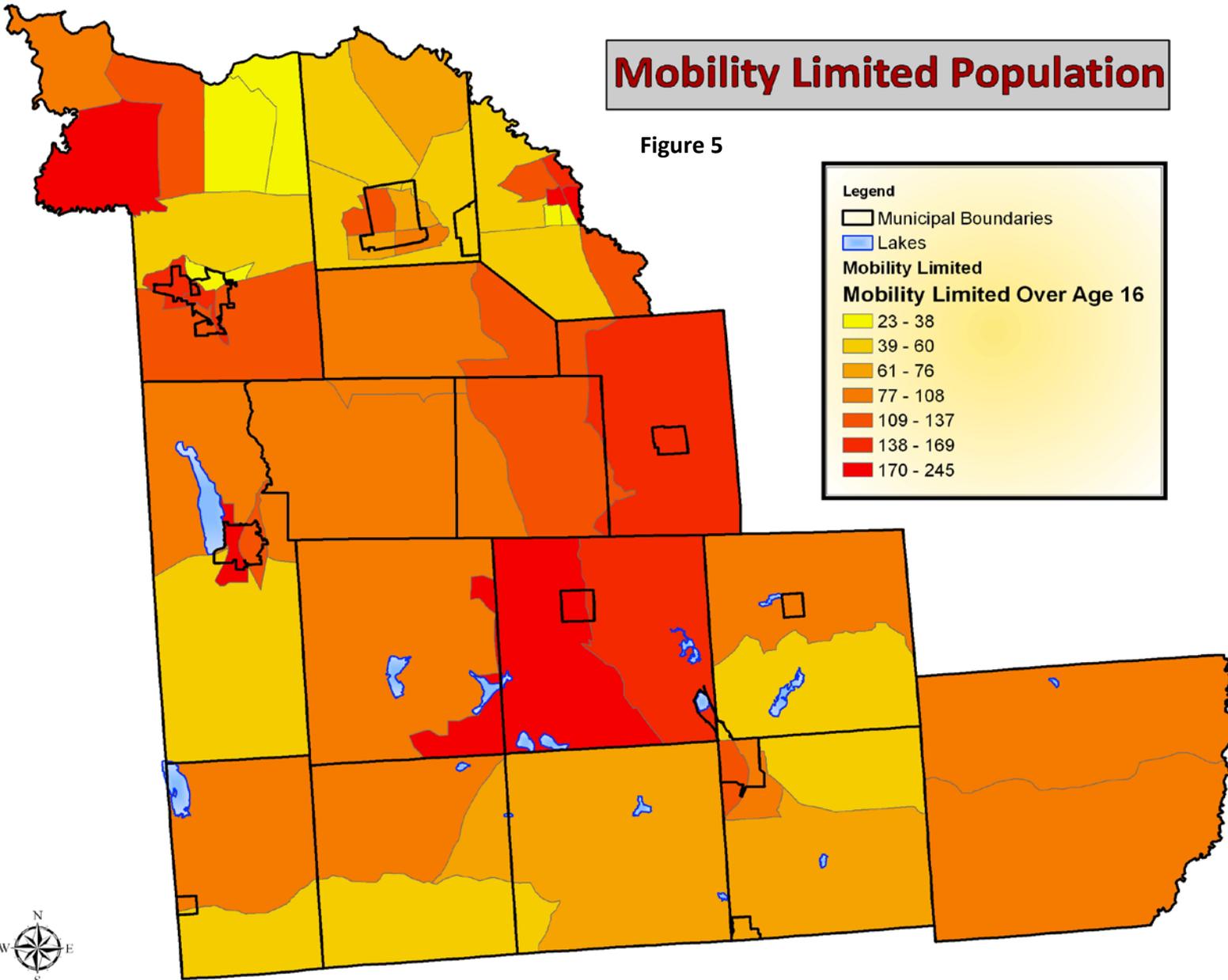
Sections 16 and 17 of the Census form included questions that were intended to gather data on disability status and mobility limitations within our population. Question 17c specifically asked (regarding persons age 16 or older) if there were limitations in going outside of the home to shop or visit a doctor's office. This data was used to create our mobility limited map which shows that approximately 9% of Madison County's 16 and over population has outside the home mobility limitations (Figure 5).

Major Employers

Working closely with the Madison County Industrial Development Agency, a list was developed of major (10 or more employees) employers within Madison County (Figure 6). The list contains a wide variety of businesses including: manufacturing facilities, retail employers, healthcare facilities and hospitals, colleges and universities, hotels, motels, and restaurants, and many more. For the most part, many of the major employers are located within the villages and City of Oneida, which also tend to be the populations centers of the County. However, there are some businesses located in more rural areas, limiting our ability to serve all of them through fixed route service.

Mobility Limited Population

Figure 5



Legend

- Municipal Boundaries
- Lakes

Mobility Limited

Mobility Limited Over Age 16

- 23 - 38
- 39 - 60
- 61 - 76
- 77 - 108
- 109 - 137
- 138 - 169
- 170 - 245



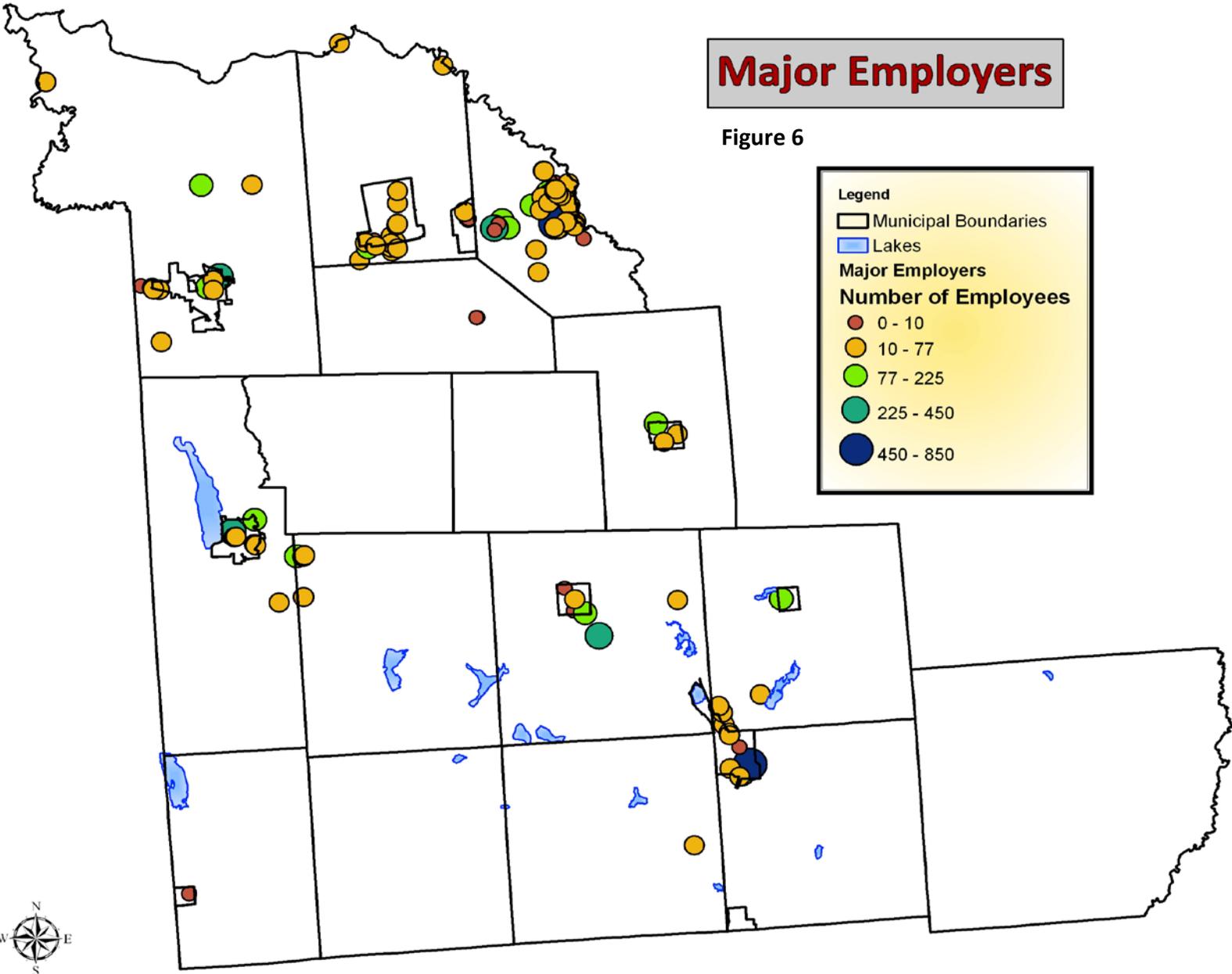
- Coordinated Plan Steering Committee:
1. Community Action Partnership
 2. Oneida Healthcare Center
 3. Community Memorial Hospital
 4. City of Oneida
 5. Madison-Cortland NYSARC
 6. Madison County Health Department
 7. Madison County Mental Health Department
 8. Madison County Department of Social Services
 9. Madison County Office for the Aging
 10. Madison County Employment and Training
 11. Stoneleigh Apartments
 12. Madison County Planning Department
 13. Heritage Farms

Madison County makes no guarantee or warranty concerning the accuracy of information contained on this map. Madison County further makes no warranty, either expressed or implied, regarding the condition of the product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. This is not a survey product. Parcel data is updated twice a year. The user should assume parcel data to be a minimum of 6 months old at any time. For further information please call the Planning Department at (315) 366-2376.



Major Employers

Figure 6



- Coordinated Plan Steering Committee:
1. Community Action Partnership
 2. Oneida Healthcare Center
 3. Community Memorial Hospital
 4. City of Oneida
 5. Madison-Cortland NYSARC
 6. Madison County Health Department
 7. Madison County Mental Health Department
 8. Madison County Department of Social Services
 9. Madison County Office for the Aging
 10. Madison County Employment and Training
 11. Stoneleigh Apartments
 12. Madison County Planning Department
 13. Heritage Farms

Madison County makes no guarantee or warranty concerning the accuracy of information contained on this map. Madison County further makes no warranty, either expressed or implied, regarding the condition of the product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. This is not a survey product. Parcel data is updated twice a year. The user should assume parcel data to be a minimum of 6 months old at any time. For further information please call the Planning Department at (315) 366-2376.



Medical Facilities

Drawing upon the resources of Committee members, a comprehensive list was developed of most of the larger medical facilities within Madison County. In large part, the committee drew from a compilation of community health resources that was part of the Health Improvement Planning Report for Madison County (Figure 7). This was a product of the MAPP (Madison County Mobilizing for Action through Planning and Partnerships) Committee and was adopted by the County in December 2009. Additionally, data was drawn from existing service providers and our Geographic Information System.

Section 5.0 – Inventory of Resources and Services

For Profit Providers:

Able Medical Transport

This is a Syracuse based company specializing in both emergency and non-emergency transport. They have provided Medicaid service through DSS.

Adams Apple Services, Inc.

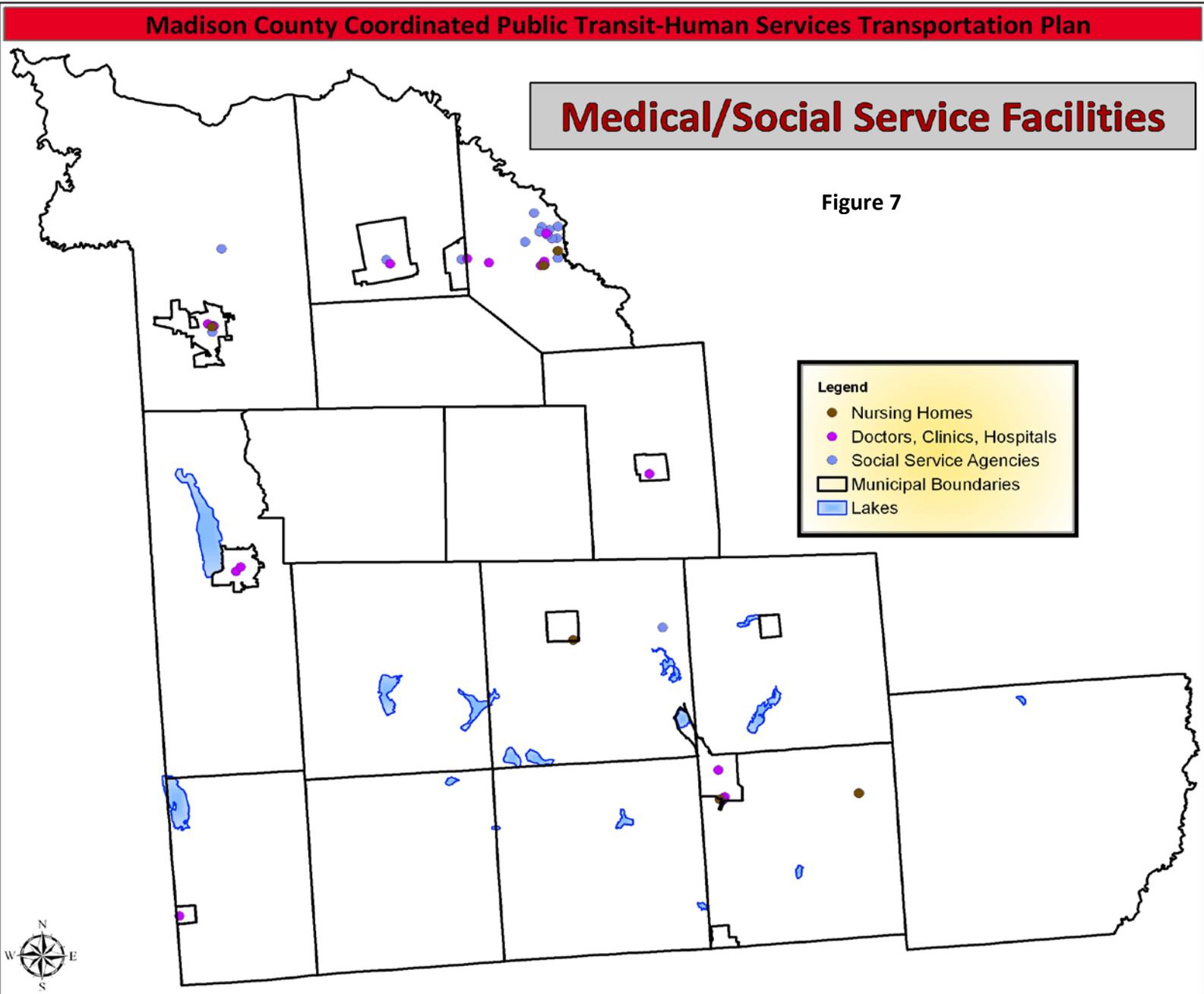
Adam's Apple is approved by Medicaid to provide accessible ambulette transportation in the Syracuse/Onondaga County area (with service in Madison County as well). They have 8 vans, 6 of which are wheelchair-accessible and provide transportation days, evenings, and weekends.

Medical/Social Service Facilities

Figure 7

Legend

- Nursing Homes
- Doctors, Clinics, Hospitals
- Social Service Agencies
- ▭ Municipal Boundaries
- ▭ Lakes



- Coordinated Plan Steering Committee:
1. Community Action Partnership
 2. Oneida Healthcare Center
 3. Community Memorial Hospital
 4. City of Oneida
 5. Madison-Cortland NYSARC
 6. Madison County Health Department
 7. Madison County Mental Health Department
 8. Madison County Department of Social Services
 9. Madison County Office for the Aging
 10. Madison County Employment and Training
 11. Stoneleigh Apartments
 12. Madison County Planning Department
 13. Heritage Farms

Madison County makes no guarantee or warranty concerning the accuracy of information contained on this map. Madison County further makes no warranty, either expressed or implied, regarding the condition of the product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. This is not a survey product. Parcel data is updated twice a year. The user should assume parcel data to be a maximum of 6 months old at any time. For further information please call the Planning Department at (315) 366-2376.



Birnie Bus

Founded in 1946, Birnie Bus employs over 1200 people and transports over 2 million riders annually, making it the 18th largest bus company in the United States. Birnie provides a wide array of transportation services including the transport of school aged children, public transportation, handicapped services, tour groups, and corporate travel. In Madison County, they are the contractor that runs the Madison Transit System (MTS).

Also within Madison County, Birnie operates a Route 5 **city-to-city service** (from Little Falls to Syracuse), daily runs for Heritage Farms clients, daily runs for Oneida-Lewis ARC, daily runs for Madison County Pre-K, campus transportation for SUNY Morrisville and the “Colgate Cruiser” for Colgate University and the Hamilton/Earlville area.

Coach USA

Coach offers, through its Shortline service, select service to NYC from Hamilton and Morrisville, primarily catering to college students from Colgate University and Morrisville State College.

Collegiate Hotel, Inc.

This appears to be a taxi service out of the Hamilton Area, though information is not readily available on this company.

Delano Taxi

Delano Taxi operates out of Canastota, NY and offer both local and long distance trips.

D.A.D. Cab

This cab service operates out of Oneida, NY and currently has a fleet of 4 vehicles and 17 available drivers.

Driving Matters

Driving Matters is a taxi company based out of Canastota, NY. They currently have a fleet of 2 vehicles and they have 2 drivers.

Oneida Taxi Service

The Oneida Taxi Service operates out of Oneida and Rome offering service both locally and over long distances. They currently have a fleet of 8 vehicles and 9 drivers.

Fiori Funeral Home

The Fiori Funeral Home transports some Social Services Medicaid clients.

Kunkel Ambulance

Kunkel provides non-emergency transport to a variety of clients on either a day-to-day or advanced scheduling service. Kunkel has been a provider of Medicaid transit .

Speedy Medical Transport

Speedy is an East Syracuse company specializing in a full range of local medical transportation needs. They too have provided services through Medicaid.

Suburban Transportation

Suburban has provided transport to disabled and elderly clients for over 20 years. They primarily transport individuals to and from medical appointments, dialysis centers, hospitals, adult day care, and day habilitation programs. They specialize in the areas of wheelchair service, escort service, stretcher service, medi-cab service, and oxygen services. In Madison County, they have provided Medicaid service.

The Way – Senior Transportation Logistics

Transportation is provided to seniors for medical appointments, but they are also in the process of getting approval for Medicaid transport. They have one van and one driver available.

Non-Profit Providers:

American Cancer Society of Central New York

Transportation is provided for cancer patients only who are in active treatment. Transportation is provided by volunteers on a “first come first served” basis. Currently they don’t have enough volunteers to meet the needs in Madison County.

Cedar House

Cedar house is a day treatment program which provides prevocational and socialization treatment for Madison County residents. Clients are provided transportation by a variety of services.

CRIS-CAT

CRIS-CAT is a volunteer transportation program operated under the CRIS (Community Resources for Independent Seniors) program. Volunteers provide transportation to medical appointments, shopping, banking, hairdressing appointments and events, to residents of the Towns of Cazenovia, Nelson and Fenner over the age of 55.

Heritage Farm

Heritage Farm provides a wide variety of services to individuals with developmental disabilities and their families. Day Habilitation, Supported Employment, Harmony House Respite, Service Coordination, In-Home Residential Habilitation, Youth Services and Family Support Services are offered in the setting of a working farm in Madison County. Heritage contracts with Birnie Bus and Madison Transit to transport about 250 passengers per week to and from their programs.

Maxwell House

The Maxwell House is an adult recovery community residence for men who are in the early stages of recovery from drug and alcohol abuse. Transportation is needed to move residents around within the community for recreational purposes.

Madison Cortland ARC

Madison Cortland ARC works with people with developmental disabilities, with the goal of doing whatever it takes to improve their life's situation. To this end, ARC provides vocational services, work center rehabilitation, clinical services, senior program services, and much more. The ARC runs a large transportation program designed to get their clientele, heralding from all areas of Madison County, to and from these programs. The ARC has a fleet of 19 vehicles (14 buses and 5 vans), operates 5 days a week year round, and transports 187 clients on a daily basis. They provide an estimated 69,000 trips annually throughout the County. ARC currently has a need for 4 buses (one type IV and 3 type III) to be used on their current bus runs for the disabled population in Madison county.

Madison County Office for the Aging

Office for the Aging's (OFA) mission is to "advocate, assist, and provide services that enrich the quality of life and promote the independence and dignity of older individuals and their families". OFA has a group of 35 volunteers available for transporting seniors (60+) to medical appointments. They average around 2,000 trips per year and OFA offers mileage reimbursement. Their clients herald from all areas of Madison County.

Madison County Community Action Partnership

The Madison County Community Action Partnership (CAP) provides service to approximately 1 out of 17 people in Madison County. In the area of transportation, they sometimes provide low income clientele rides to work and they provide additional transportation to consumers for non-job related needs. In addition, they have a "Keys to Work" program that has provided 16 Madison County families per year a vehicle to get to and from work.

Venture House

The Venture House is a community-based residence for patients with severe or persistent mental illness. Residents require transportation to and from programming and treatment with local mental health providers.

Public Providers:

Madison Transit System (MTS)]

The Madison Transit System (MTS), currently operated by Birnie Bus, is a public transportation service aimed at meeting the needs of Madison County residents. The service is completely open to the public and offers route deviation service. The route deviation service operates year round, Monday through Friday. Due to budget cuts at the County level and changes in the Medicaid system, the Madison Transit system has undergone significant changes since 2013. A dial-a-ride service is no longer an option and we have a more limited route system that targets the densely populated Route 5 and corridor in Canastota and Oneida. Additional options are provided throughout the County in correlation with our coordinated service options with Heritage Farms. As budgets and funding allow, we are working to expand service in areas of greatest need. However, the frequency for access in the rural portions of the county on a daily basis is limited to typically an in-bound and an outbound run once per day.

State and County Human Service Agency Providers:

Madison County Department of Health

The Madison County Department of Health (DOH) provides transportation to handicapped youth through their early intervention and pre-k education programs. This program is managed through a contract with Vehicle Management Consultants, Inc. (VMC). This service operates 5 days per week with an annual average of approximately 18,000 trips.

Birnie Bus Inc. and Paine Bus Service contract for actual transportation and have a combined fleet of 19 vans that service these programs.

Madison County Department of Mental Health

The Mental Health Department primarily provides transportation for their clients to and from partner agencies and facilities that offer required services.

Madison County Department of Social Services

The Department of Social Services (DSS) is involved with two areas of transportation for its clients. The foster child program makes about 1,400 trips per year and requires the use of three County vehicles and the equivalent of two full time staff members from the Department. As noted above, the County Department of Social Services is no longer responsible for coordination and contracting for Medicaid Transportation in Madison County.

Others:

The Oneida Healthcare Center

The Oneida Healthcare Center is one of the major destinations for much of the medical related transportation in the County. Also, through its Extended Care Facility (ECF), OHC provides transportation to its residents. Currently the ECF has 1 van that they use to transport residents, primarily to and from medical appointments.

Crouse Community Center

Crouse Community Center provides transportation for their Medical Model Adult Day Care Center participants in Cazenovia and Hamilton, in Madison County as well as for the Skilled Nursing facility residents in Morrisville.

Madison County Employment and Training

Employment and training is always looking for ways to provide transportation for the wide variety of residents it serves. In the summer of 2014, they employed 100 kids age 14-21 through their summer youth employment program. Although they don't operate a fleet themselves, they closely monitor transportation options.

Colgate University

Colgate University offers public transportation options via the Colgate University Cruiser, to its students, faculty, and the surrounding community of Hamilton. The University offers the Colgate Cruiser, an open door shuttle service that targets the school's campus and the business district within the Village of Hamilton. We are currently working with Colgate University to better integrate and coordinate service between the needs of the University and the greater Hamilton area through the Madison Transit System.

Section 6.0 – Needs Gap Analysis

The goal of this portion of the plan was to determine the met and unmet needs of the various populations in Madison County through a gap analysis effort. This analysis not only looked at the needs of the populations targeted by this plan, but the needs of all County residents. This process involved surveying Committee members and human service agencies through a written survey form. Additionally, and perhaps more importantly, agencies and service providers were relied on to submit various forms of data, such as client pickups, client destinations, existing transit routes, and more, which were mapped in our GIS database. This resulted in a robust dataset of point clusters and line routes that allowed visual analysis of these gaps in all areas of the County. More specifically, and as required by DOT, the following five steps were followed:

1. Identification of the populations currently being served
2. Where those populations are
3. The number of annual trips provided
4. Assessing the currently uncoordinated providers performing these services
5. Identifying the populations whose needs remain unmet.

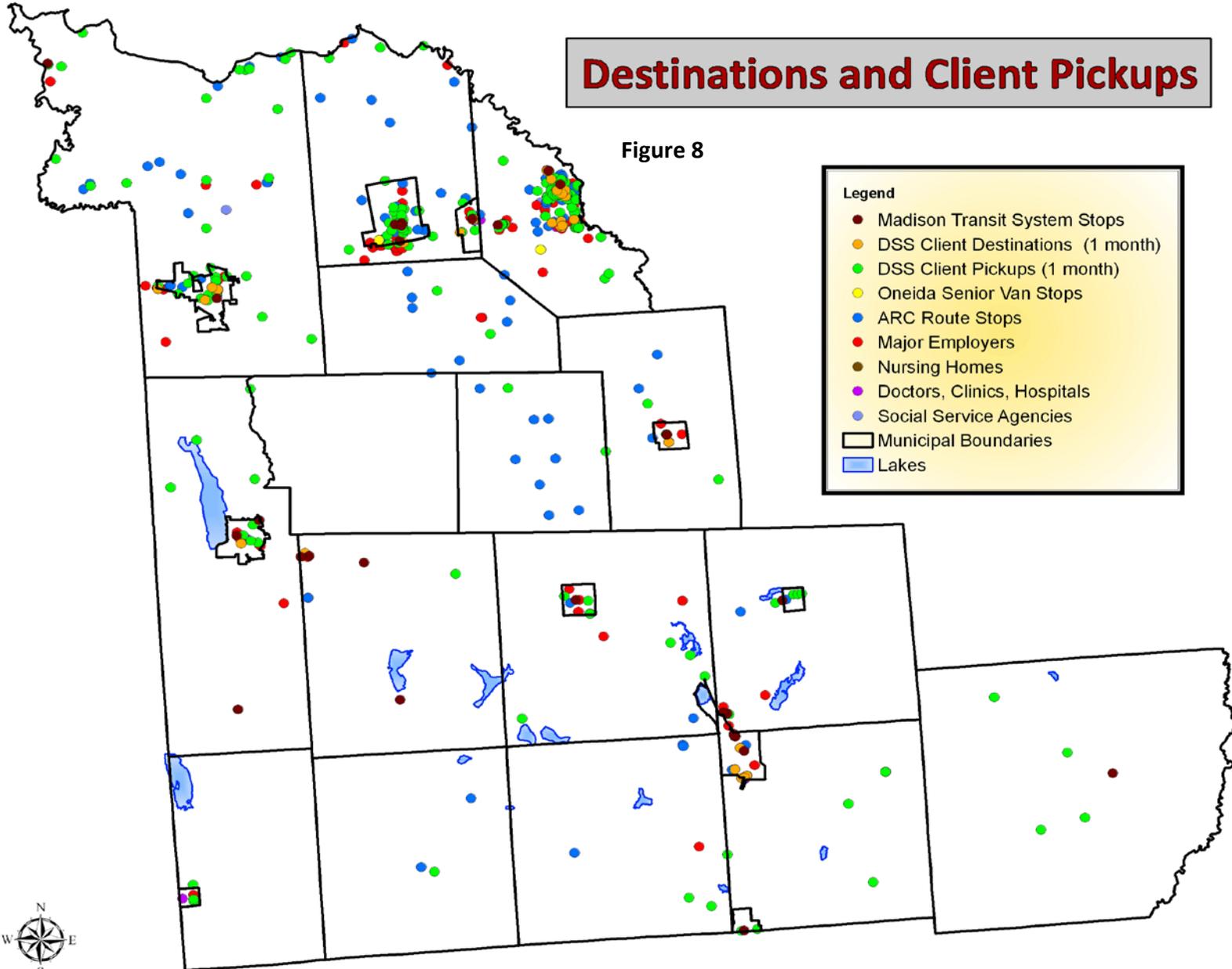
There are two maps, with the compilation of many layers of data, which were used to make the Gap analysis recommendations. First, the point cluster map (Figure 8) shows the location of hundreds of collected data points. Point data shown on the map includes client pickup and destination data from the Oneida Senior Van, the Department of Social Services Medicaid trips, Madison Cortland ARC clients, hospitals and medical clinics, social service agencies, major employers, and the Madison Transit system. Route (line) data shown in Figure 9 depicts the approximate routes traveled for the Colgate Cruiser, Heritage Farms, and the Madison Transit system. For both the point and line representation of this data, the intent was to determine heavily traveled transportation corridors and clusters of existing transportation demand. These were then used in the determination of opportunities for improved service and coordination.

Destinations and Client Pickups

Figure 8

Legend

- Madison Transit System Stops
- DSS Client Destinations (1 month)
- DSS Client Pickups (1 month)
- Oneida Senior Van Stops
- ARC Route Stops
- Major Employers
- Nursing Homes
- Doctors, Clinics, Hospitals
- Social Service Agencies
- ▭ Municipal Boundaries
- ▭ Lakes



- Coordinated Plan Steering Committee:
1. Community Action Partnership
 2. Oneida Healthcare Center
 3. Community Memorial Hospital
 4. City of Oneida
 5. Madison-Cortland NYSARC
 6. Madison County Health Department
 7. Madison County Mental Health Department
 8. Madison County Department of Social Services
 9. Madison County Office for the Aging
 10. Madison County Employment and Training
 11. Stoneleigh Apartments
 12. Madison County Planning Department
 13. Heritage Farms

Madison County makes no guarantee or warranty concerning the accuracy of information contained on this map. Madison County further makes no warranty, either expressed or implied, regarding the condition of the product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. This is not a survey product. Parcel data is updated twice a year. The user should assume parcel data to be a minimum of 6 months old at any time. For further information please call the Planning Department at (315) 366-2376.

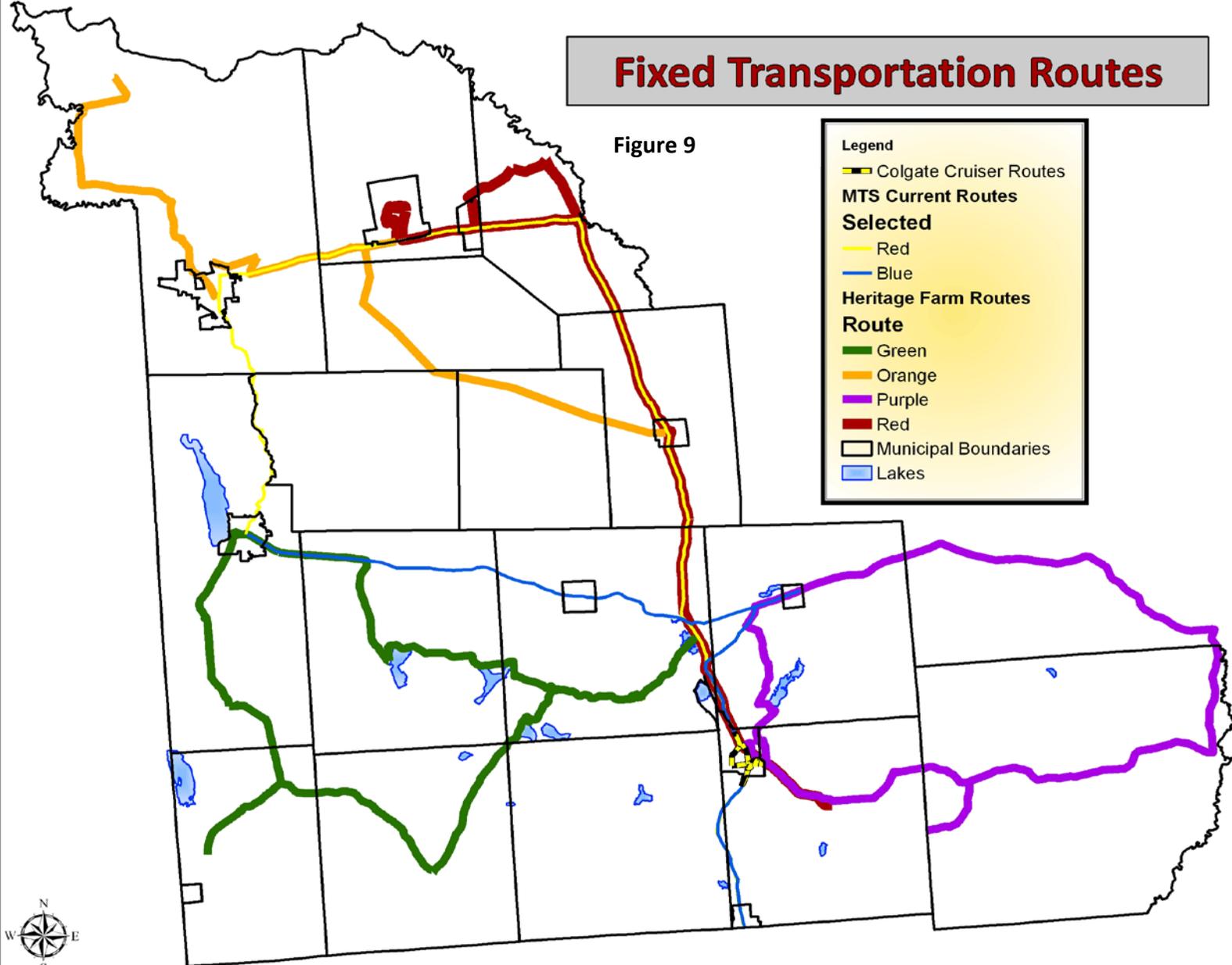


Fixed Transportation Routes

Figure 9

Legend

- Colgate Cruiser Routes
- MTS Current Routes Selected**
- Red
- Blue
- Heritage Farm Routes**
- Route
- Green
- Orange
- Purple
- Red
- Municipal Boundaries
- Lakes



Map Prepared by the Madison County Planning Department



- Coordinated Plan Steering Committee:
1. Community Action Partnership
 2. Oneida Healthcare Center
 3. Community Memorial Hospital
 4. City of Oneida
 5. Madison-Cortland NYSARC
 6. Madison County Health Department
 7. Madison County Mental Health Department
 8. Madison County Department of Social Services
 9. Madison County Office for the Aging
 10. Madison County Employment and Training
 11. Stoneleigh Apartments
 12. Madison County Planning Department
 13. Heritage Farms

Madison County makes no guarantee or warranty concerning the accuracy of information contained on this map. Madison County further makes no warranty, either expressed or implied, regarding the condition of the product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. This is not a survey product. Parcel data is updated twice a year. The user should assume parcel data to be a maximum of 6 months old at any time. For further information please call the Planning Department at (315) 366-2376.



April 2010

Gap Analysis Results

As expected, many of the destination and client pickup data points cluster in areas of highest population, which in this case corresponds with some of the villages in the County and the Inner District of the City of Oneida (Figure 8). Also, the likely routes of transporting most residents tend to fall along similar roads (Figure 10). In general, these points tended to densely cluster in the more northern areas of the County which again also corresponds with the highest population density. Topography, historical settlement patterns (the Old Erie Canal), proximity to larger urban areas (Syracuse and Utica), and the NYS Thruway tend to be why there is greater population in northern Madison County. This is not to suggest however that there aren't populations in need of transportation scattered everywhere. In order to ensure that adequate options are provided for all areas of the County and in understanding the widespread rural nature of the area, options were developed for fixed route and demand responsive service that would meet the needs of everyone. In general, the fixed route service options follow the most traveled service routes and densely traveled areas (Chittenango, Canastota, Oneida, and Hamilton to name a few) while the demand responsive zones capture the rest of the County, where fixed routes wouldn't be feasible.

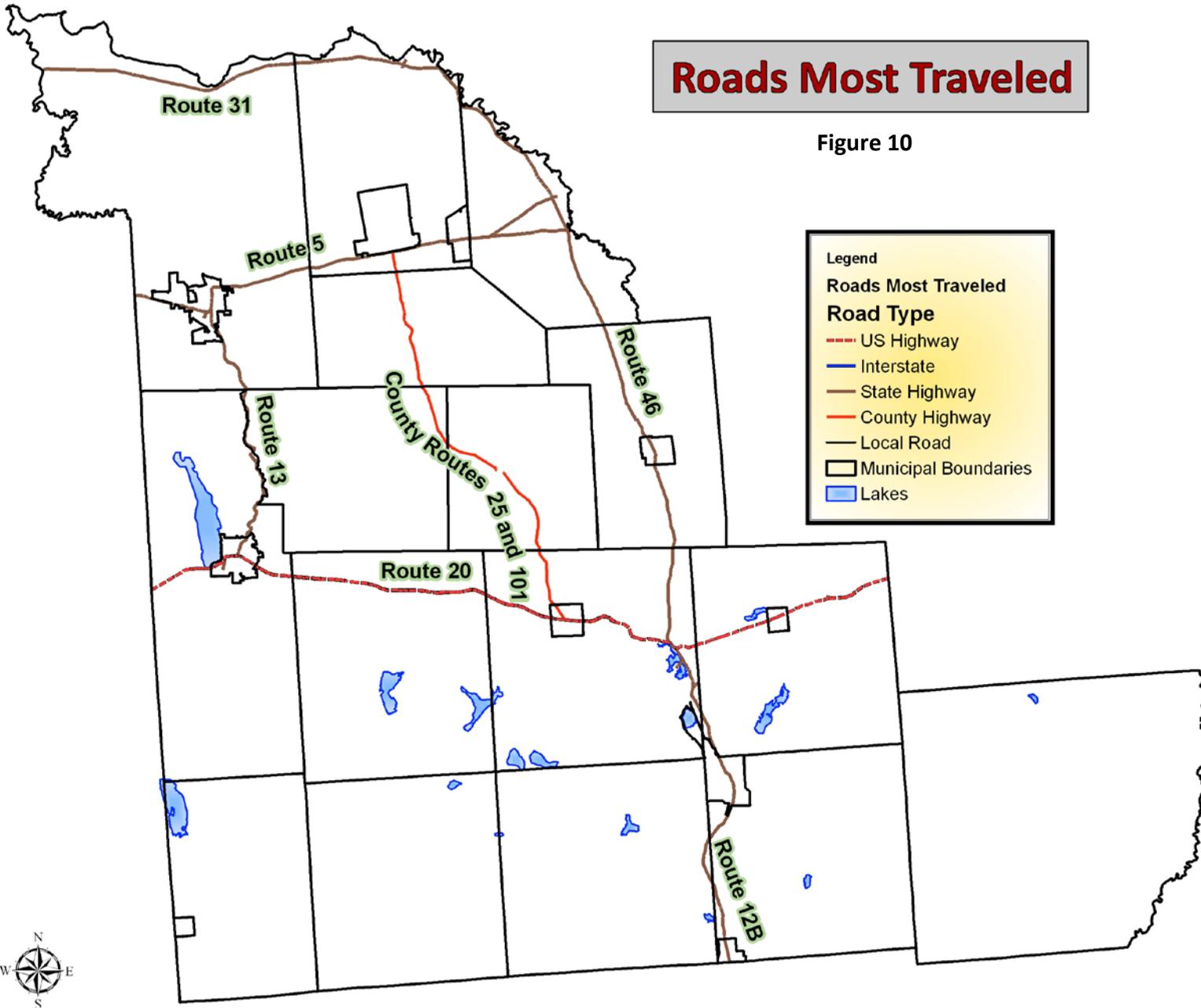
Fixed Routes

Our data suggests that fixed routes should focus on the following roads within Madison County (Figure 11):

1. State Route 31 between Bridgeport and northern Lenox
2. State Route 5 between Chittenango and Oneida
3. Route 13 between Chittenango and Cazenovia
4. County Route 25/101 Between Canastota and Morrisville
5. U.S. Route 20 between Cazenovia and Pine Woods
6. State Routes 46/12B from Oneida to Earlville

Roads Most Traveled

Figure 10



- Coordinated Plan Steering Committee:
1. Community Action Partnership
 2. Oneida Healthcare Center
 3. Community Memorial Hospital
 4. City of Oneida
 5. Madison-Cortland NYSARC
 6. Madison County Health Department
 7. Madison County Mental Health Department
 8. Madison County Department of Social Services
 9. Madison County Office for the Aging
 10. Madison County Employment and Training
 11. Stoneleigh Apartments
 12. Madison County Planning Department
 13. Heritage Farms

Madison County makes no guarantee or warranty concerning the accuracy of information contained on this map. Madison County further makes no warranty, either expressed or implied, regarding the condition of the product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. This is not a survey product. Parcel data is updated twice a year. The user should assume parcel data to be a minimum of 6 months old at any time. For further information please call the Planning Department at (315) 366-2376.



Though it is not within the scope of this document to determine the timing, frequency, and location of the fixed route stops, the committee will work with members of the public, system operators, local businesses, and other involved parties to determine the details of the new fixed route system. This data was merely used as a means to determine where the most need is for fixed route service.

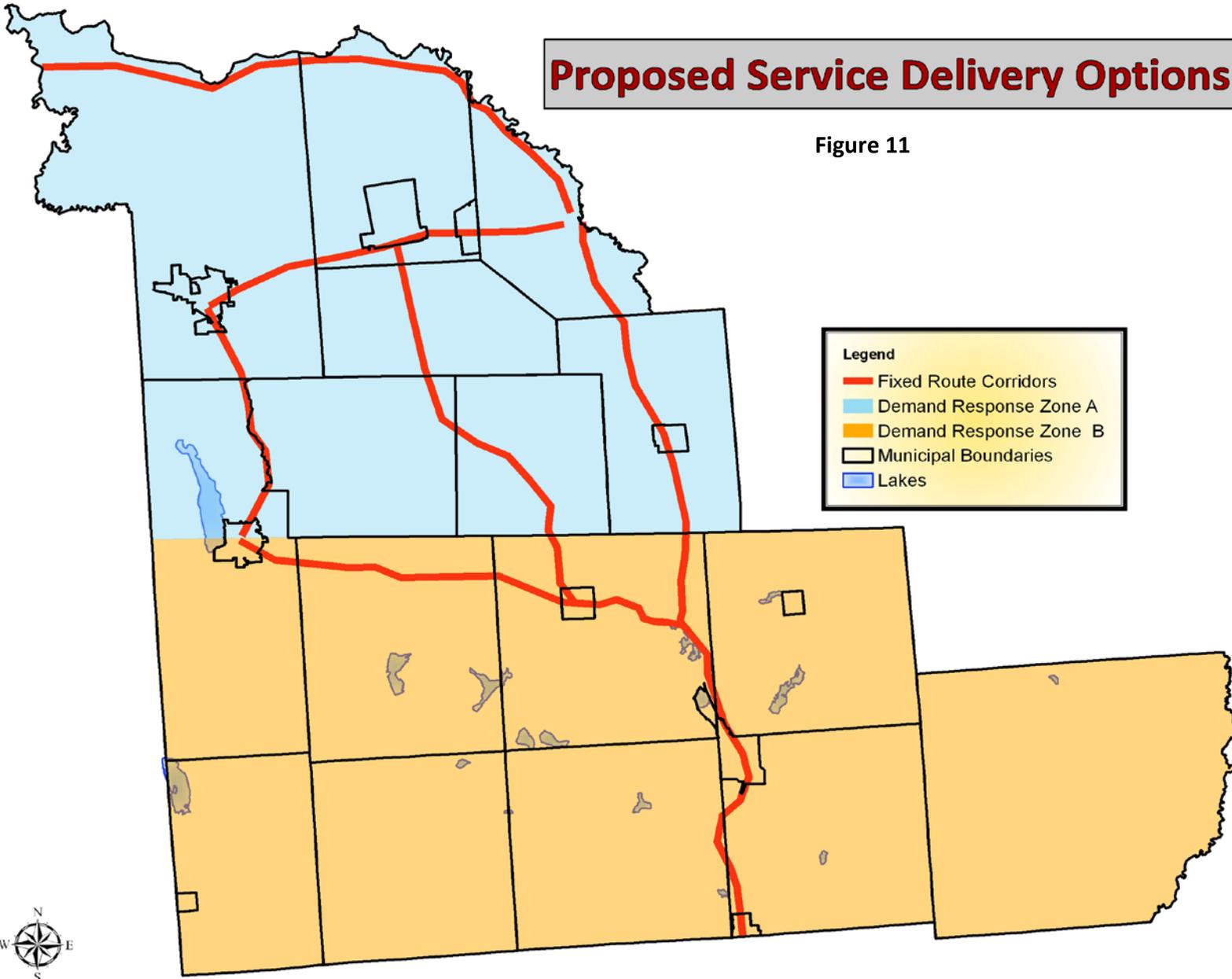
Demand Response

Figure 11 also shows two demand responsive zones that were developed as a result of the data points. The committee divided the County into two “zones”, with Zone A covering the City of Oneida, and the Towns of Sullivan, Lenox, Stockbridge, Lincoln, Fenner, and the northern half of Cazenovia. Zone B covers the Towns of Madison, Eaton, Nelson, southern Cazenovia, DeRuyter, Georgetown, Lebanon, Hamilton, and Brookfield. Due to funding cuts, the Demand Response portion of the Public Transit System is no longer operational. However, as explored below in the Mobility Management section (7), a network of partners (volunteers, private operators, etc.) may be able to address some of the identified needs in the less densely populated areas of the County.

It is clear that agencies have overlapping routes and clientele, and where feasible, the committee sees many opportunities for coordination. Though it is beyond the scope of this document to spell out specifically how, it can be safely assumed that the major transportation providers (ARC, MTS, Heritage Farms, and Colgate University) in the County will endeavor to share rides and implement partnerships within these fixed route and demand responsive zones.

Proposed Service Delivery Options

Figure 11



- Coordinated Plan Steering Committee:
1. Community Action Partnership
 2. Oneida Healthcare Center
 3. Community Memorial Hospital
 4. City of Oneida
 5. Madison-Cortland NYSARC
 6. Madison County Health Department
 7. Madison County Mental Health Department
 8. Madison County Department of Social Services
 9. Madison County Office for the Aging
 10. Madison County Employment and Training
 11. Stoneleigh Apartments
 12. Madison County Planning Department
 13. Heritage Farms

Madison County makes no guarantee or warranty concerning the accuracy of information contained on this map. Madison County further makes no warranty, either expressed or implied, regarding the condition of the product or its fitness for any particular purpose. The burden for determining fitness for use lies entirely with the user. This is not a survey product. Parcel data is updated twice a year. The user should assume parcel data to be a minimum of 6 months old at any time. For further information please call the Planning Department at (315) 366-2376.



Section 7.0 – Proposed New Mobility Program

The identification of service corridors, circuit loop routing, as well as opportunities for collaboration leads to the examination of what type of structured and coordinated transportation might be established in Madison County. It was through consensus of the Committee that we decided that Madison County should coordinate its transportation through a ***multi-agency system with public and private partnerships***. Though this is somewhat similar to how the providers in the county are operating now, services can be better coordinated. This system will allow the ability to maintain the existing programs, but will implement ride sharing and eliminate service duplications through partnering agreements. This will not only lead to better overall efficiency, but will maximize the leveraging of State and Federal transit dollars thereby keeping costs lower. The following excerpt from a book by William Eggers and Stephen Goldsmith, examines the benefits and advantages of public and private partnerships and is undoubtedly applicable to Madison County’s goals for transportation. “The traditional, hierarchical model of government does not meet the demands of this complex and fast-changing age. Rigid bureaucratic systems – with their command and control procedures, narrow work restrictions, and siloed cultures and operational models – are particularly ill-suited to responding to problems that increasingly know no organizational boundaries. Although the traditional model isn’t dead yet, it’s steadily giving way to a very different approach in which government executives redefine their core responsibilities from managing people and programs to coordinating resources for producing public value. Government agencies, bureaus, divisions, units, and offices are becoming less important as direct service providers, but more important as levers of public value inside the web of multi-organizational, multi-governmental, and multi-sectoral relationships that increasingly constitute modern governance” (Eggers and Goldsmith, 2004)⁷. In this day and age of tight budgets and increasing demands on time and resources,

⁷ William D. Eggers and Stephen Goldsmith. *Governing by Network: The New Shape of Government* (Brookings Institution Press, Fall 2004).

this type of partnership will be a benefit to each participant and is intended to lead to better service for Madison County's constituents.

Transportation Oversight

Many agencies within the county have an interest in transportation and the intent behind the makeup of our Committee was to get as many of those stakeholders involved in our efforts as possible. Many of the Committee members serve as representatives for their agencies, and ultimately answer to their appropriate board or committee for guidance and oversight. In order for coordination to continue into the future, the committee must continue to work together so that their recommendations and guidance can move toward implementation

Mobility Management

The Transportation Committee of Madison County, representing at least fifteen service organizations, has agreed that developing Mobility Management within the County could improve efficiency, coordination and capacity of the providers in enhancing transportation access for Madison County residents. This is a new concept to providers in this county. The Madison County Rural Health Council, Inc., whose mission and strategic plan include working to improve access to care, has agreed to begin the process of creating a Mobility Management program for Madison County. The Transportation Committee has been meeting to review the current Transportation options. Two projects have been identified to begin this process for 2015 and 2016.

The two projects are:

1. Hire a Part-time Mobility Manager
2. Engage the services of a Professional Mobility Management Planning Group to develop a Plan.

It is anticipated that the Transportation Committee will include more stakeholders and meet monthly to begin an aggressive approach to the planning process

PROJECT 1: Hire a Part – time Mobility Manager to organize meetings, arrange locations and times, coordinate Transportation committee and sub-committee activities, keep minutes, maintain committee contact information and communications; learn components of successful Mobility Management programs through education, training and research; maintain current information on all transportation providers within Madison County; update transportation information for 2-1-1 Mid-York system, maintain project goals and timelines identified in the Mobility Management Planning process; fortify and expand volunteer driver networks. The Madison County Rural Health Council would propose to hire a Part time Mobility Manager for 10 hours per week in 2015 with support and guidance from the Executive Director of the Madison County Rural Health Council, Inc. for 4 hours per week with fiscal management at .50 per week. The hours for the Mobility Manager are proposed to 15 hours per week for 2016, based on the anticipation that a clear Mobility Management plan will be in place to implement.

PROJECT 2: Engage the services of a Professional Mobility Management Planning Group to bring all stakeholders together to outline options, identify clear goals and objectives, build consensus on the preferred options for the Mobility Management Program and develop a plan with specific actions, timeline and responsible parties to meet identified needs and goals. The Transportation Committee has been dedicated to providing transportation within a fixed route framework. Knowledgeable and neutral guidance on how to develop a plan that all can agree upon to improve services, has not been available, nor attempted. A proposal from KFH Group, Inc., meets those needs, especially because of their knowledge regarding successful components of all Mobility Management programs in New York State. They anticipate the time to complete the process of Mobility Management Planning will take approximately four to six months.

These mobility management goals were included in the County's most recent 5311 Operating and Capital Assistance application in 2015.

Future Transportation Planning

The Coordinated Public Transit-Human Services Transportation Plan for Madison County represents the first step towards the development of a more comprehensive Community Transportation Plan that would identify the infrastructure, policies, and programs necessary to

ensure efficient and effective transportation options for residents of and visitors to Madison County. Though the bulk of this plan has focused on the public and private transit side of transportation, the committee acknowledges that transportation is a much more diverse topic and one that it believes can positively change in the future. The committee has not touched upon other transportation topics such as hiking, biking, snowmobiling, equine transportation (both recreational and for our growing Amish population), State, County, and local roadway improvements. The Community Transportation Plan would establish a safe and efficient multimodal system that promotes the health and mobility of Madison County citizens and visitors. The Plan should include environmental, health, social, economic assessment components to maximize their positive impacts and guide transportation strategy development and implementation activities.

The Community Transportation Plan should be shaped by the attempts to find the answers to the following questions about the future of transportation in Madison County:

1. How does Madison County build an environment that supports healthy living, preserve its natural beauty and resources, promote rural lifestyle and foster economic prosperity?
2. How does Madison County increase opportunities for people, especially those vulnerable populations (e.g., elderly, disabled, low-income) to travel to, from, and around the county using alternative methods of transportation?

The proposed Madison County Community Transportation Plan should encompass three general themes: safety; accessibility and mobility; and healthy and active living. These themes reflect the nature of the County as a small county that promotes active living (walking, cycling etc.) even as it accommodates traditional traffic activities.

Section 8.0 – Implementation Timeline

The following represents the original timeline of the planning process and that which the committee sees as a logical transition from planning to implementation (Figure 13):

- | | |
|--|---------------------|
| 1. Initial Stakeholders Meeting | November 6, 2008 |
| 2. Selection of Steering Committee Members | August 5, 2009 |
| 3. Coordinated Transportation Plan Meeting 1 | September 10, 2009 |
| 4. Coordinated Transportation Plan Meeting 2 | October 15, 2009 |
| 5. Coordinated Transportation Plan Meeting 3 | November 23, 2009 |
| 6. Coordinated Transportation Plan Meeting 4 | January 14, 2010 |
| 7. Plan Meeting 5 and Data Analysis Presentation – Delivery Options | March 16, 2010 |
| 8. Service Delivery Options Follow-up Meeting and Vote | March 29, 2010 |
| 9. Draft Coordinated Plan Distribution to Sub-Committee | April 15, 2010 |
| 10. Meeting to Discuss the Draft Plan | April 22, 2010 |
| 11. Presentation to the Madison County Planning Committee | April 27, 2010 |
| 12. Anticipated Plan Adoption by the Madison County BOS | May 11, 2010 |
| 13. Committee organization and by-law development | June - Sept. 2010 |
| 14. Partnering Agreement Development, New Routes, and
Coordination Implementation | June 2010-May 2011 |
| 15. Social Marketing Campaign | July 2010-Dec. 2010 |
| 16. Ongoing Implementation of Coordination | May 2011 - Present |
| 17. Development of Mobility Management Program | May 2015-Dec. 2016 |

Figure 13 - Implementation Timeline Gantt Chart

Task	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Year 2009												
2. Selection of Steering Committee Members												
3. Coordinated Transportation Plan Meeting 1												
4. Coordinated Transportation Plan Meeting 2												
5. Coordinated Transportation Plan Meeting 3												

Task	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Year 2010												
6. Coordinated Transportation Plan Meeting 4												
7. Plan Meeting 5 and Data Analysis Presentation – Delivery Options												
8. Service Delivery Options Follow-up Meeting and Vote												
9. Draft Coordinated Plan Distribution to Sub-Committee												
10. Meeting to Discuss the Draft Plan												
11. Presentation to the Madison County Planning Committee												
12. Anticipated Plan Adoption by the Madison County BOS												
13. Committee organization and by-law development												
14. Partnering Agreement Development, New Routes, and Coordination Implementation												
15. Social Marketing Campaign												

Task	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Year 2011												
14. Partnering Agreement Development, New Routes, and Coordination Implementation												
16. Ongoing Implementation of Coordination												

Though it is expected that the initial plan implementation will be completed by May, 2011, there are many aspects of this that will be implemented before that date and likely after it. For example, continued consideration by the Committee of transportation gaps and duplications, as well as opportunities to leverage available resources to provide more efficient services may result in ongoing changes. The coordinated transportation planning process is envisioned to be dynamic and responsive to evolving programs in Madison County. Thus, the implementation timeline is intended to identify milestones to guide the realization of opportunities identified in the planning process.

Section 9.0 – Expected Benefits

Numerous benefits can be expected from this comprehensive Coordinated Transportation Plan. The meetings held over the initial 10 months have already made significant improvements to the way the participants communicate as those with an interest in transportation. Prior to this, each entity, for the most part, operated in its own spheres and didn't communicate or look for opportunities to collaborate. The cooperation will surely continue and as the group formalizes itself into a committee they will begin to see other benefits as well. It can be expected that those participating will see improved service, cost savings, and better overall program success. The Madison Transit System for example had operated with a network of old routes and the service has not been marketed effectively. This has resulted in low ridership, a general lack of knowledge that service even exists, and the perception that the service isn't effective. To remedy these issues a new website and schedule have been developed, efforts were undertaken to promote MTS including: Ride Free Week, marketing materials (t-shirts, brochures, etc.), hands on demonstrations, presentations and outreach, media campaigns including a first ever MTS commercial, and more.

On the side of public health and community well being, Madison County has completed a Health Improvement Planning Report (MAPP), spearheaded by the Public Health Department. One of the priority areas of initial strategy development was Public Health Access. Though only a portion of that discussion centers on transportation, the report clearly identifies transportation as a barrier to accessing healthcare in a rural county like Madison. The Health Department and healthcare providers have been included in the steering committee and also included were many, if not all, of the major health destinations in the gap analysis effort. This will result in heightened public transportation services being offered at those locations. The

implementation of improved transportation will clearly have positive benefits to the health of the County's citizens by eliminating or at least minimizing the Public Health Access barrier identified in the MAPP process. In addition, the creation of the Rural Health Council and its role in the future of transportation in the County will yield significant opportunities.

Through ride sharing and coordination, the County will reduce the costs to participating agencies and will also reduce the fleet of vehicles operating on our roadways. This will reduce the consumption of fossil fuels and will result in better local air quality. Additionally, the committee can look into the use of alternative fuel options for our collective bus fleet. This may result in lower emissions and lower fuel costs.

Leveraging of additional revenue sources should be a result of the coordinated planning through the open dialogue created by these efforts. Better understanding of services, resources, and funding associated with all transportation services will make the countywide funding picture clearer. The ability to continue to leverage all current funding, and possibly identify un-leveraged resources, along with the possibility of community buy-in from local employers could further inflate the revenue picture. Also, while revenues are held constant or even in a growth mode, expenses should reduce agency-wide based on the benefits that the elimination of duplication brings to the table.

Executive Order 13330, signed by President Bush in 2004, was designed to improve mobility, access to jobs and community services for those who are transportation disadvantaged. Specifically it stated "Federally assisted community transportation services should be seamless, comprehensive, and accessible to those who rely on them for their lives and livelihoods. For persons with mobility limitations related to advanced age, persons with disabilities, and persons struggling for self-sufficiency, transportation within and between our communities should be as available and affordable as possible"⁸. This committee's goal is to meet the mandates set out in Executive Order 13330 here in Madison County to the benefit of all of our residents.

⁸ President George H. W. Bush. Executive Order 13330. Human Service Transportation Coordination. February 26, 2004.