

# **Steuben County**

## **Coordinated Public Transit-Human Services**

### **Transportation Plan**

### **2019 Update**



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Contents:

Introduction.....	3
History and background .....	4
Funding – Current .....	5
Coordinated Public Transit-Human Services Transportation Plan Goals: .....	7
Current Membership: .....	8
Transportation Services or Resources.....	9
Human Service Transportation Providers: .....	10
Identified Needs .....	11
Steuben County Transportation Needs Assessment – Public Providers .....	12
Steuben County Transportation Needs Assessment – Volunteer Driver Programs .....	14
Other or General Needs Identified Through Other Means/Other Providers .....	15
Underserved Populations and Unmet Needs:.....	16
Authorization Process and Updating Protocol .....	19
Appendices.....	20
Equipment Inventory – Arc of Steuben / Steuben Area Rides.....	21
Equipment Inventory – HAT .....	21
Equipment Inventory – Steuben County Transit and Corning Erwin Area Transit System .....	22
Equipment Inventory-Pathways, Inc.....	23
Attachment A - Tri-County Map .....	25
Steuben County Disabled by age .....	26
Steuben County Poverty Rates.....	27
Steuben County Workers – outside of the County .....	28
Steuben County Bus Transfer Areas.....	29
Transfer Point Time Frame Rating Bath VA .....	30
Transfer Point Time Frame Rating Washington & West Morris Street.....	31
Transfer Point Time Frame Rating Ira Davenport Memorial Hospital .....	32
Transfer Point Time Frame Rating Liberty Square Bath, NY .....	36
Coordination History and Accomplishments .....	39
Funding – past.....	41

## Introduction

The Steuben County Coordinated Human Services Transportation Committee has prepared the following plan update to document current efforts and to provide an outline for future efforts to improve coordination of transportation services provided to all residents of Steuben County. This Steuben County Coordinated Human Services Public Transportation Plan (hereafter referred to as The Plan) is specifically prepared to comply with the regulations of the Federal Transportation Administration Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). MAP-21 mandates that projects for specific Federal Transit Administration (FTA) programs be derived from a “locally developed, coordinated public transit-human services transportation plan.” The FTA programs the Plan applies to are:

- Section 5310 – Enhanced Mobility of seniors and Individuals with Disabilities.
- Section 5311 -Non-urbanized areas Public Transportation.

See item III below, “Background Information on Federal Transit Programs and Recipients of Federal Program Funds,” for descriptions of these programs.

Steuben County utilizes the FTA Section 5311 program which provides capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000.

This plan guides decisions regarding the funding of specific projects funded through the Federal Transit Administration (FTA). It identifies decisions Steuben County government and key stakeholders continue to make to improve transportation systems and services to all residents while coordinating efforts among current transportation providers. The plan is considered a living document. To maintain flexibility meeting minutes will be added as needs change and as solutions are identified. The recommendations are intended to improve efficiency in the use of transportation resources in order to enhance access for clients, minimize duplication of service, and provide more cost-effective service. Priority projects identified in the plan will be incorporated into the Mobility Management and the Transportation Committee’s work plans.

Questions about the Plan or information presented here should be addressed to:  
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## History and background

### a. Community Profile

Steuben County is in the northernmost section of the Appalachian region, in rural, western New York. At 1,409 square miles, its population of 98,650<sup>1</sup> is concentrated in the eastern part in the Corning area, in the central region in the Bath area, and in the western part around the city of Hornell. (These centers are stretched out along Interstate 86/State Route 17 with 20 to 25 miles between each – see Attachment A: Steuben County Map).

There are 427.5 miles of road covered by public transit in Steuben County, which has a total of 3,147 roads all together, which means only 13.6% of our county roads are covered by public transportation.

While several transportation providers offer fixed-route services (see below), a majority of the county's residents live outside those lines, or even outside the allowable route deviations that providers may offer. Volunteer driver programs and human service agencies (below) try to meet the rest of the needs for residents who lack a car of their own or face other transportation barriers. There are pockets of poverty, elderly residents, and disabled individuals that are away from these major routes (see other county demographic maps included in the Attachments).

Although each of the population centers contain a portion of the county's poor, poverty is stretched out across the county and into its own less accessible areas: for example, 48% of the county's active public assistance caseload live outside those three areas and thus outside of existing transportation services.<sup>2</sup> Compounding matters, census data has shown that fully 9.8% of the occupied housing units in Steuben County have no private transportation available. (This figure is higher than the related figure for rural households nationally, which show that 7.1% of rural households do not own or have access to a vehicle.<sup>3</sup>) Local employers in manufacturing and health care complain that, sometimes, existing public transportation does not conform to the start and end times of common shifts. The lack of reliable access to transportation thus forms a significant barrier to employment, both from an employee's and an employer's perspective, as well as access to non-emergency medical appointments and other human service and social service programs.

In reviewing the lists and limitation of providers, we note that what becomes most clear is that transportation services in Steuben are a patchwork quilt of public transit, public social service, nonprofit, faith-based, and volunteer providers working within their own area of the county, with their own clientele, or with service limitations of service hours, routes, or areas served. No one program comprehensively serves the entire county and services that there are still leave gaps or "white spaces" without reliable access to transportation services.

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<sup>1</sup> Census 2010. <http://quickfacts.census.gov/qfd/states/36/36101.html>

<sup>2</sup> Steuben County Department of Social Services.

<sup>3</sup> Census 2000 figures, the most recent available for this statistic.

## Funding – Current

### Federal Transit Programs and Recipients in Steuben County

The following is a brief description of the State and Federal Funding that Steuben County, N.Y. Government, Nonprofit Originations, and Public Transit providers utilize to ensure that our County has transportation services to offer.

- a. **FTA Section 5310** made funding available to meet the needs of elderly persons and persons with disabilities for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary para-transit services. Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities. Federal share for capital projects (including acquisition of public transportation services) is 80%. The program is administered in New York State by the New York State Department of Transportation (NYSDOT). Capital assistance is provided on an 80 percent Federal, 20 percent local matching basis. Examples of capital expenses include but are not limited to buses and vans. In New York State, private nonprofit agencies are eligible to receive program funding, and must demonstrate that they are an active participant in local transportation coordination efforts.
- b. **FTA Section 5311** made funding available to rural areas. The program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Eligible recipients include states and federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.
- c. **National RTAP** is the formula program for Rural Areas. RTAP is funded with FTA Section 5311 funds. The goals of the RTAP program are to promote the safe and effective delivery of public transportation services in rural areas and to facilitate more efficient use of public transportation resources. To meet those goals, the program focuses on the following objectives:
  - Improving the quality of training and technical assistance resources available to the rural transit industry
  - Encouraging and assisting state, local, and peer networks to address training and technical assistance needs
  - Promoting the coordination of transportation services
  - Building a national database of information about the rural transit industry

Since its inception, National RTAP has contributed to the achievement of these objectives at the national level by developing and distributing training materials, providing technical assistance, creating web-based applications, producing reports, publishing best practices, conducting research, and offering peer assistance for rural and tribal transit providers and state RTAP programs.

The SCT Advisory Committee finds that these funds must be applied for in subsequent years to ensure the continued availability of Mobility Management services to continue collaboration across the county and beyond.

# **Coordinated Public Transit-Human Services Transportation Plan**

## **Goals:**

The Steuben County Public Transit – Human Services Coordinated Transportation Committee is committed to the success of Steuben County residents in meeting their daily transportation needs.

- To enhance the sustainable access of all people in rural areas to health care, shopping, education, employment, public services, and recreation.
- To assist in the maintenance, development, improvement, and use of public transportation systems in rural areas and population centers.
- To advocate for consistent and predictable funding levels that will sustain public transportation service long-term. Coordination among providers will help keep public transportation services cost effective and resilient.
- To encourage and facilitate the most efficient use of all Federal, State , and local funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.
- To improve the delivery of transportation services for the target populations.
- To generate operational efficiencies that can lead to increased levels of service.
- To encourage cooperation and coordination among transportation providers.
- To increase efficiency and service by coordinating with regional entities to create a seamless transportation system.
- To provide a framework for project development and the allocation of financial resources.
- To provide for the participation of private transportation providers in non-urbanized transportation to the maximum extent feasible.
- To provide planning, project development, and services with a focus on sustainability.

## Current Membership:

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## Transportation Services or Resources

### *i. Public Transit Providers*

1. Arc of Steuben
2. Steuben County Transit
3. Hornell Area Transit (HAT)
4. Corning Erwin Area Transit System (CEATS)
5. C TRAN (formerly Chemung County Transit)
6. Schuyler County Transit

### *ii. Human Service Agency Transportation Providers*

1. Steuben Coordinated Transportation Volunteer Driver Program
2. Faith in Action
3. Project Care
4. Pathways, Inc.
5. Arc of Steuben
6. Steuben County DSS
7. VA Medical Center – Bath (DAV)

### *iii. Private Transportation providers*

1. Terp's Enterprises
2. Birnie Transportation Services
3. Finger Lakes Medical/Lundy Services
4. CBR Transport
5. Isamans Taxi
6. Ithaca Transportation dba Totem Taxi
7. Short Line/Coach USA
8. Luxury Limo – Medical Travel
9. County Cab
10. Hometown Taxi
11. Pioneer Taxi
12. Prattsburgh Bus Lines
13. Vets One Taxi

## **Public Transit Providers:**

Steuben County Transit, Steuben Area Rides, Hornell Area Transit, and Corning Erwin Area Transit are the prime transit system in the county. CTRAN and Schuyler County Transit also have routes that connect to the Corning Transportation hub and provide service to Corning Community College. All six public transit providers operating in Steuben County are currently part of the Steuben County Public Transit - Human Services Coordinated Transportation Advisory Committee (Steuben County Public Transit - Human Services Coordinated Transportation ) Plan.

## Human Service Transportation Providers:

**Arc of Steuben - Annual Service Overview:** 360,000 miles driven and 77,000 trips

Service Description: For over 35 years, the Arc of Steuben has been providing transportation services to the elderly and people with disabilities. The transportation department operates under the name of Steuben Area Rides and provides transportation to Arc programs and various other human services agencies as well as transportation to non-emergency medical services. Steuben Area Rides offers public transportation throughout Steuben County on four of its nine routes.

- **Pathways, Inc.** is a not-for-profit agency providing a variety of services/programs for disabled individuals in both Chemung and Steuben counties. Transportation services are provided to Pathways program participants only. These services include transport to and from program, recreation, medical, and personal related activities. They also meet the daily transportation needs of individuals living in Pathways' community residences. Pathways, Inc. currently operates 19 vehicles in Steuben County, which includes standard cars, minivans and wheelchair accessible vehicles. However, much of the fleet travels through multiple Counties to meet the transportation needs of program participants. They contract with private contractor, Bernie Bus, for all of their school program transportation.

- **Faith in Action** – 92 volunteers

*Annual Service Overview:* 71,711 miles driven, 4800 hours logged, and 5,739 trips.

Service Description: "Transportation for elderly (over 60) with no other transportation available in most of Steuben County, with exception of central area (Bath, Hammondsport, Avoca) where another volunteer caregiving program serves. Office hours are M-F 8:30 – 4:00, but transportation is provided whenever needed, so long as the volunteer is willing and able."

- **Project Care** – 20 volunteers

*Annual Service Overview:* 740 trips to 36 individuals.

Service Description: Volunteer drivers transport individuals age 60+ to non-emergency medical appointments, food related transports, and other essential services such as pharmacies and banking in the Greater Bath area only. Project Care's operation hours are 8:30am – 5:00pm M-F. We work jointly with Faith in Action to provide service throughout Steuben County. Provides door through door assistance to recipients of service. Other programs offered; friendly visiting, grocery shopping services, telephone reassurance, respite, etc.

- **IHS Coordinated Transportation Service** – 67 volunteer drivers

*Annual Service Overview:* In 2018; 1,194,540 miles driven, 36,486 volunteer hours, 10,549 transports provided.

Service Description: IHS Coordinated Transportation Services includes the **Volunteer Driver Program:** a service for Steuben County residents who lack access to and from non-emergency medical appointments, nutritional needs, and/or required transportation to and from trips to human service agencies. **Transportation Scheduling Services:** IHS provides for the coordination and scheduling requested by DSS case managers for their clients, utilizing the five county transporters available from DSS. **Provides tokens for Public Transit services:** Catholic Charities of Steuben distributes bus tokens provided by IHS through their Turning Point Centers to those riders eligible and able to take a Public Transit bus for medical appointments, to DSS

and other human service agencies, and for nutritional related needs and a vendor for NYS Medicaid clients' in four counties. Office hours are 8:00am – 4:30pm M-F but transportation is arranged based upon client need and volunteer availability.

- **Bath Veterans Administration Medical Center VTS Program** - 13 drivers, 9 permanent, 4 Temporary.

*Annual Service Overview:* 2018: 329,000 miles driven 4627 transports.

Service Description: Provide 2 daily shuttles to Buffalo and one daily shuttle to Syracuse for Veterans with valid medical appointments. Provide door to door special mode transportation to qualified Veterans after an approval/consult process is completed. Provide transportation for all inpatients on an emergent and non-emergency basis if possible.

- **Water Taxi-** On Keuka Water Taxi is a personalized service offered to assist all people access the lake and its offerings. The water taxi has provided trips to elderly people, who utilize mobility devices, to access lake homes, trips to restaurants, lake front employers, and for recreation.

## Identified Needs

### Process/Methods of Assessment

The Steuben County Mobility Management program and the Steuben County Public Transit - Human Services Coordinated Transportation Advisory Committee (Steuben County Public Transit - Human Services Coordinated Transportation ) employ a series of activities to provide both periodic and ongoing assessments of community transportation needs. Methods include:

1. Ongoing: Steuben County Public Transit - Human Services Coordinated Transportation Advisory Committee meets quarterly to assess progress towards completing identified objectives and assess local needs or challenges of both providers and riders or community members. Besides providing an ongoing forum for problem identification and discussion of resolutions, SCCTAC has standing agenda items (and subcommittees) to identify unmet needs and strategize individual and systemic solutions.

Subcommittees include or have included; Public Transit Sub Committee, Human Services Sub Committee, New routes for Demets, Tri-County Map, Marketing and Communications, DOH/MAS Fixed Route issues, Survey Development, SCT Plan Update Development, transit shelter monitors, and grants.

2. Linkage: Steuben County Mobility Management is involved in community assessment activities, where the needs for transportation for areas of the county, or for special populations, invariably result. One such example is the “Aging in Place” community projects, of five areas within Steuben County, analyzing needs of and barriers to seniors’ desires to remain living independently in their homes. When such other needs assessments direct attention to transportation, the Mobility Manager serves as the liaison with transportation providers.

3. Steuben County Planning Assistance: Mobility Management will assist the county planning department in examining structure, efficiencies, funding sources, and funding changes that will help identify underserved or un-served areas and collaborate on how to serve them.
4. Steuben County Planning Assistance: Mobility Management will assist with the Bicycle Pedestrian projects and studies for safe and age friendly communities.
5. Community Surveys: Steuben County Public Transit – Human Services Coordinated Transportation Committee will perform direct surveys of clients or community members, as needed, to gain a better understanding of transportation needs within the community.
6. Provider Surveys: Both public transportation providers and private human service or volunteer driver programs are surveyed as needed to gauge transportation barriers of their riders, clients, agency capacity-building needs, and staff/volunteer training requests.
7. Other methods as needed:  
Other assessment methods such as social media, online polls, survey texts etc. will be used to help planners and providers gain the best understanding of the community identified needs. Needs ranking will be determined by data to prioritize needs.

## **Steuben County Transportation Needs Assessment – Public Providers**

### Special Events Planned:

### Training Interests:

- Defensive driving (required: 6 hours every 3 years, per driver)
- CDL Driver Training/Testing/Licensing
- Smith System driver improvement (required: 6 hours initial, plus remedial, per driver)
- Wheelchair securement (required: 4 hour per year per driver)
- Drug and alcohol updates (required: 1 per year per driver)
- Fire drills (required: 1 per quarter per driver)
- Customer service training, as needed
- RTAP training modules/CTAA conferences/NYPTA
- Fatigue awareness
- Safety and basic training for drivers
- Caregiver Transportation training.

### Additional Interests:

#### *Resource and Infrastructure:*

- There is a need to explore Steuben County support (or even CSS Workforce NY) for transportation system (requested by HATS).
- There is a need to study the feasibility of a County Transportation Management system.
- There is a need for public transit route analysis.
- There is a need to track ridership data by stop location.
- There is a need to streamline, enhance, and expand transportation services.
- There is a need for assistance with 5310 and 5311 application(s)
- There is a need for routes from Bath to major employers both in Steuben and in neighboring counties.
- There is a need to advocate for all modes of transportation vehicles to adhere to NYS inspection standards.
- There is a need to advocate for driver's safety standards for all modes of transportation.
- There is a need for increased driver recruitment (drivers aging out) and increase in assigned rides to Medicaid clients.
- There is a need for uniform requirements in the selection of all drivers, possibly including some medical criteria.
- There is a need for increased or improved marketing of transportation services (especially: to Tops, Wegmans, etc. to help subsidize routes to and from senior centers, for a shoppers' bus).

#### *Public Providers Underserved Populations and Unmet Needs:*

- There is a need to increase transportation options for those undergoing dialysis and cancer treatments.
- There is the need for collaborations with health care facilities to better coordinate medical appointment trips.
- There is a need to serve our veterans with transportation to the Bath VA medical hospital. Bath VAMC is looking at the development of a new bus to meet existing transit services of Chemung, Schuyler and Steuben counties at the Corning transportation hub.
- There is a need for transportation options for those who need assistance in and out of the vehicle and also the need for drivers who can assist the clients.
- There is a need to increase transportation options for employees who work nonstandard shifts.
- There is a need to expand transit services into the evening hours and weekends.
- There is a need to study park and ride locations across region 6, official and unofficial.

- There is a need to increase employer participation in the Southern Tier Rideshare project in Chemung, Schuyler, and Steuben.
- There is a need for additional subsidies, assistance, or reimbursements to assist low income residents with bus fare to support employment and living in targeted communities.
- There is a need for additional subsidies, assistance, or reimbursements to assist seniors with trips such as, grocery shopping, pick up pharmaceuticals, attend Chronic disease self-management programs, social appointments, family visiting, and recreation.
- There is a need to advocate for changes in STOA regulation to allow smaller vehicles to generate STOA in more rural communities where buses cannot navigate roadways.
- There is a need for funding opportunities and partnerships with other entities to support first mile/ last mile initiatives.

*Other:*

- There is a need for continued assessment of services to investigate consolidating resources and expanding them when needed.
- There is a need for Mobility Management and transportation provider involvement with the DOH/MAS working groups.
- There is a need to maintain the schedules within the 511NY Trip Planner.
- There is a need to develop low income employment transportation solutions within Steuben and contiguous counties.

*Additional Interests:*

- There is a need for continued Mobility Management guidance and coordination with public transit systems to progress toward one seamless transportation system which includes exploring new fare box collection systems and technology.

## **Steuben County Transportation Needs Assessment – Volunteer Driver Programs**

Special Events Planned:

- A continual volunteer recruitment model is being utilized to fulfill the volunteer sector.

Training Interests:

- Innovative advertising to reach volunteers.

Additional Interests:

*Resource and Infrastructure:*

- There is a need for increased publicity for services.
- There is a need to determine how the volunteer sector can enhance public transit services through the use of first mile/last mile concepts.

- There is a concern about program staff being stretched too thin with involvement in peripheral activities, committees, boards, etc., rather than focusing on program operations.

#### Underserved Populations and Unmet Needs:

- Service is very limited and unaffordable for those needing special accommodations.
- There is a need for additional transportation services in the private/volunteer provider sector for elderly people, people with disabilities, and those that utilize wheelchairs.
- There is a need to explore expanded services for weekend transportation. Lack of availability for any social networking for individual's confines people to their home other than necessity medical appointments, mental health appointments, and getting groceries.

#### *Other:*

- Information sharing and collaboration continues to be a priority.

## **Other or General Needs Identified Through Other Means/Other Providers**

### **Resource and Infrastructure:**

- There is a need to complete funding applications, receive approvals, and execute contracts in a more efficient manner. Funding award lags have increased to nearly 24 months into the project year. This lag threatens the programs and services that residents rely on.
- There is a need to expand the Steuben County Mobility Management program to accomplish short and long term goals.
- Steuben County Transportation services require additional promotion to reach those who need transportation but who are unaware of services in their area.
- Steuben County Transportation services require additional promotion, outreach, mobility training, and sustainability counseling to those who want to utilize the available services but cannot yet do so.
- Volunteer driver programs meet a crucial need but are dependent on the availability of pools of drivers; continuing and expanding a volunteer recruitment and retention plan for all three major volunteer driver programs to build program capacity and increase the number and types of trips that drivers provide to the elderly and disabled is needed to maintain, and increase, service levels.
- There remains a need to include more human service agencies, including those which provide some transportation, private citizens, and taxi operators in the needs, coordination, and implementation process.

- The need to continue and expand the mobility management coordination of local and regional public, private, and nonprofit transportation providers, and the planning of services across sectors, remains a high priority for Steuben County.
- There is a need to ensure that all Public Transit providers are generating STOA funds.
- There is a need to identify formal and informal park and ride locations across the County to coordinate with the Southern Tier Rideshare efforts.

## **Underserved Populations and Unmet Needs:**

- One of the most significant identified unmet needs, to date, has been access to transportation services for the residents living outside the significant population centers in the County – rural areas as well as small hamlets.
- Transportation to employment for the economically disadvantaged continues to surface as an unmet need.
- Transportation options and services for those needing special accommodations is still very limited. There is a need for additional transportation services in the private/volunteer provider sector for elderly people, people with disabilities and those that utilize wheelchairs.

## **Objectives and Strategies**

***Objective:* Build the effectiveness of the Steuben County Public Transit - Human Services Coordinated Transportation Advisory Committee through team-building, effective communication and facilitation, planning, and resource development.**

***Identified Need(s) Addressed:*** Information sharing and coordination between providers; inclusion of all providers, including human service agencies, in planning; promotion of special events, trainings; application/resource development support to gain new resources or complete applications.

***Strategies:***

- Facilitate regular planning meeting of Steuben County Public Transit - Human Services Coordinated Transportation Advisory Committee (Steuben County Public Transit - Human Services Coordinated Transportation ) members, identifying additional stakeholders and including them in transportation assessment and planning; special target to include representatives from human service agencies that provide transportation “in-house” for special client populations.
- Mobility Management will provide coordination of transportation assessment, planning, and projects with other Mobility management, private, nonprofit, and public entities, locally and regionally.
- Maintain the Steuben County Public Transit - Human Services Coordinated Transportation as the central body for review and approval of all transportation-related grant and planning projects in Steuben County.
- Identify and address unmet transportation needs or underserved areas within the county and develop access plans with providers.



- Identify additional resources that will expand access to transportation options in Steuben County.
- Develop the Steuben County Public Transit - Human Services Coordinated Transportation unmet needs assessment protocols and accommodate public input from a ridership advisory council.

**Objective: Enhance the ability of transportation providers to develop transportation solutions in Steuben County through the analysis of key assessment and unmet need data**

*Identified Need(s) Addressed:* Increase transportation options for those undergoing special or ongoing medical treatments (e.g., dialysis, chemotherapy, etc.); increase transportation options for employers/employees, alternate times/routes; explore transportation subsidies for those with low incomes or living in targeted communities; additional private/volunteer transportation services for people in wheelchairs or needing special accommodations; assessment of and service provision to residents living outside the significant population centers in the County – rural areas as well as small hamlets; continued or continual assessment of services/needs

*Strategies:*

- Continue to utilize the existing 2-1-1 infrastructure as the Mobility Management one call, one click center.
- Further integrate transportation-related resources for the aging population and persons with disabilities into the 2-1-1 Helpline database.
- Establish direct outreach and assessment with employee assistance programs, human resource associations, HR departments, regional union representatives, and individual employees calling with transportation needs, to collect and integrate their perspective on potential transportation related service improvements.
- Further integrate transportation-related resources for job-related support into the 2-1-1 Helpline database.
- Promote existing transportation providers within communities to meet unmet or anticipated need, including recommendations for new routes, route deviations, van pool/Dial-a-Ride initiatives, service hours, and cross-system scheduling that connects the public to transportation best able to meet individual needs.
- Collaborate with medical providers, exploring possibilities of block appointment scheduling, and scheduling volunteer transportation services around regions of high need or for special need among client populations (e.g. dialysis, cancer treatment, etc.).
- Continue to support the operational infrastructure of public providers, including regular and necessary upgrades of vehicles and equipment, to ensure safe, efficient operation of services.
- Provide specialized one on one mobility counseling, trip planning, education, and sustainability planning to those seeking transportation information.

**Objective: Build the base of support for driver safety training and volunteer driver recruitment and retention.** *Identified Need(s) Addressed:* Volunteer driver recruitment and retention; public provider driver recruitment and retention

*Strategies:*

- Serve as liaison agencies that recruit volunteers, to promote volunteer driver programs and communicate their need to eligible recruits.
- Work with volunteer driver programs to identify volunteer incentives, coordinated training, and other approaches.
- Develop and support plans for the recruitment, training, and retention of public provider employees.

**Objective: Develop marketing and outreach strategies to continue promotion of a Single Point of Contact for transportation information and referral**

*Identified Need(s) Addressed:* Advertising and marketing of transportation resources/services  
*Strategies:*

- Direct additional planning and resources to develop the *Steuben County Coordinated Transportation* branding and logo for local public and volunteer providers.
- Implement call transfer capability to transfer calls received by 2-1-1 Helpline contact center directly to the transit system or human service agency that is recommended to provide the ride.
- Promote the Need a Ride website on the RTAP platform.
- Promote training and special events that help increase the profile of transportation services and the quality or retention of the driver workforce.
- Promote Travel Training workshops to all agencies and individuals across the county.

**Objective: Develop transportation enhancement through technology development and management**

*Identified Need(s) Addressed:* Marketing of transportation services, rideshare, and route management technology development.

*Strategies:*

- Maintain an integrated website describing and connecting to the transportation services provided in the County. Link database and GIS technology for enhanced online service that outlines available transportation routes and links an individual's needs with the most suitable provider. Explore smartphone applications that will feature and promote local transportation options.
- There is a need to develop and print transit route brochures, pamphlets, etc.
- Incorporate route planning and management software into the service delivery and transit planning of both public and private providers. Maintain program server and licenses.
- Incorporate GIS-based planning into service delivery and transportation assessments of all county transportation services.
- Support the implementation, promotion, and marketing of the 511NY Rideshare information service.
- Support more frequent safety inspections for the fleet of all vehicles involved in various transports.

## **Authorization Process and Updating Protocol**

This plan will be updated at least every four years. It is developed by the Steuben County Director of Mobility Management, reviewed and approved by the Steuben County Coordinated Transportation Advisory Committee and submitted to the Steuben County Legislature for approval. It is then submitted to the NYS Department of Transportation.

Meeting minutes of Steuben County Public Transit - Human Services Coordinated Transportation , which include up-to-date information regarding services and needs, will become part of this plan for purposes of needs assessment, prioritization, planning, and service review.

## **Appendices**

### **Equipment Inventory**

#### **Steuben County Tri-County Maps (front and back)**

#### **Steuben County Map (disability and affordable housing overview)**

#### **Steuben County Map (senior population distribution)**

#### **Steuben County Map (poverty distribution)**

#### **Steuben County Map (workforce/distance distribution and major employer locations)**

#### **Steuben County Public Transit - Human Services Coordinated Transportation Advisory Committee Voting Members Listing**

#### **Steuben County Public Transit – Human Services Coordinated Transportation Advisory Committee Meeting Minutes**

#### **Steuben County Public Transit – Human Services Coordinated Transportation Advisory Committee History**

## Appendices

## Equipment Inventory – Arc of Steuben / Steuben Area Rides

Arc of Steuben / Steuben Area Rides										
Vehicle No, (e.g Vin)	Vehicle Make	Model Year	Vehicle Type	Date Acquired (mm-yyyy)	Seating Capacity	Vehicle Condition (good, fair, poor)	Current Odometer reading (miles)	Wheel Chair Positions	Radio Equipped (Y/N)	Funding for this vehicle?
262	Dodge	2012	Grand Caravan		6	Good		n/a	N	N
243	Ford	2010	E350	Jan-10	8	Fair	215,599	2	N	5310
244	Ford	2009	E450	Dec-09	17	Fair	264,048	2	N	5310
247	Freightliner	2010	Champion Bus	Jun-10	22	Fair	209,598	5	N	5310
248	Freightliner	2011	Champion Bus	Jan-11	24	Fair	163,715	3	N	5310
249	Freightliner	2011	Champion Bus	Jan-11	24	Fair	179,490	3	N	5310
277	International	2015	Champion Bus	Sep-14	24	Good	72,174	3	N	5310
278	International	2015	Champion Bus	Sep-14	28	Good	66,262	3	N	5310
281	Ford	2015	E450	Sep-15	19	Good	50,462	2	N	5310
282	Ford	2016	E450	Sep-16	19	Good	50,017	2	N	5310

## Equipment Inventory – HAT

HAT Equipment Inventory												
Vehicle #	Vehicle Make	Model Year	Type	Date Acquired	Seating Capacity	Condition	Odometer	Wheelchair	# Wheelchair positions	Radio Equipped	Vehicle use status	Funding
32	Ford	2008	Bus	Jun-08	20 -16/2	F	193553	Lift	2	Y	A	5311
33	Ford	2010	Bus	Mar-10	20 - 16/3	G	211877	Lift	3	Y	A	5311
34	Ford	2010	Bus	Mar-10	20 - 16/3	G	228388	Lift	3	Y	A	5311
35	Ford	2010	Bus	Mar-10	20 - 16/3	G	213364	Lift	3	Y	A	5311
36	Ford	2011	Bus	Apr-11	20-2/6	G	115404	Lift	6	Y	A	5311
37	Ford	2011	Bus	Apr-11	20-2/6	G	125827	Lift	6	Y	A	5311
38	Ford	2013	Bus	Dec-12	20-14/3	G	81564	Lift	3	Y	A	5311
39	Ford	2013	Bus	Dec-12	20-14/3	G	105062	Lift	3	Y	A	5311
43	Ford	2010	Bus	Mar-10	20 - 16/3	G	161890	Lift	3	Y	A	5311
44	Ford	2010	Bus	Mar-10	20 - 16/3	G	155919	Lift	3	Y	A	5311
46	Ford	2011	Bus	Oct-10	24-18/2	G	109088	Lift	2	Y	A	5311
47	Ford	2011	Bus	Oct-10	24-18/2	G	130553	Lift	2	Y	A	5311
48	Ford	2011	Bus	Oct-10	24-18/2	G	130420	Lift	2	Y	A	5311
50	Ford	2013	Bus	Dec-12	20-14/3	G	98951	Lift	3	Y	A	5311
51	Ford	2016	Bus	Jan-16	18-14/2	G	27972	Lift	2	Y	A	5311
52	Ford	2016	Bus	Jan-16	18-14/3	G	22781	Lift	3	Y	A	5311
53	Ford	2016	Bus	Feb-16	18-14/3	G	23115	Lift	3	Y	A	5311



## Equipment Inventory – Steuben County Transit and Corning Erwin Area Transit System

Steuben County Transit															
Location Number	Agency Vehicle Number	Year	Make	Model	VIN	Current Odometer	Vehicle Type	Vehicle Length (In Feet)	Seating Capacity	Wheelchair Positions	Fuel Type	Condition	Vehicle Status	Ownership Code	Largest Source of Funding for Purchase/Lease of Vehicle
1	1507	2011	FORD	E450 ELDORADO	1FDFF4FS9AD801507	282,417	BU	28'	18	2	Gasoline	4	1	1	
1	1508	2011	FORD	E450 ELDORADO	1FDFF4FS0AD801508	256,076	BU	28'	18	2	Gasoline	4	1	1	
1	2244	2011	INTERNATIONAL		5WEASSKM4BH332244	212,601	BU	30'	23	2	Diesel	4	1	1	
1	95056	2008	Thomas Bus	2008	1T7YR2E2981295056	461,911	BU	40'	41	2	Diesel	4	1	1	
1	3679	2016	Eldorado	Arrivo	4UZAEDHT1HCHZ3679	8,342	BU	38'	33	2	Diesel	1	1	1	

Corning Erwin Area Transit																
Location Number	Agency Vehicle Number	Year of Manufacture	Make	Model	VIN	Current Odometer	Vehicle Type	Vehicle Length (In Feet)	Seating Capacity	Wheelchair Positions	Fuel Type	Condition	Vehicle Status	Ownership Code	Largest Source of Funding for Purchase/Lease of Vehicle	Out of Service for More Than 14 Days (Yes or NO)
1	16870	2011	FORD	E450 SUPER DUTY	1FDFF4FS6BDA16870	280,268	BU	28'	17	2	Gasoline	4	1	1		No
1	19472	2011	FORD	E450 SUPER DUTY	1FDFF4FS9BDA19472	209,517	BU	28'	17	2	Gasoline	4	1	1		No
1	19473	2011	FORD	E450 SUPER DUTY	1FDFF4FS0BDA19473	204,733	BU	28'	17	2	Gasoline	4	1	1		No
1	32248	2011	International	3200 ELDORADO	5WEASSKM1BH332248	158,531	BU	30'	21	2	Diesel	3	1	1		No
1	32258	2011	International	3200 ELDORADO	5WEASSKM4BH332258	140,027	BU	30'	21	2	Diesel	3	1	1		No
1	4001	2014	CHEVY	EXPRESS VAN G4500	1GB6G5BG4E1191649	55,267	BU	28'	21	2	Gasoline	2	1	1		No
1	4002	2014	CHEVY	EXPRESS VAN G4500	1GB6G5BG7E1201011	44,199	BU	28'	21	2	Gasoline	2	1	1		No
1	4003	2014	CHEVY	EXPRESS VAN G4500	1GB6G5BG1E1189633	27,276	BU	28'	21	2	Gasoline	2	1	1		No

# Equipment Inventory-Pathways, Inc.

2/6/2019		Pathways, Inc Vehicle Inventory List									
Asset Category	Location	Asset Class (Make)	Asset Name (Model)	Vehicle Type Seating Capacity	Model Year	Mileage as of 1/1/19	Cost New	Replacement Cost/ Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark Year(s)	Vehicle ID
732	Admin	Suzuki	SX4	CAR AWD	11	162,432	\$16,244.00	\$28,000.00	5	3	A-5
LTE-036	B2H	Dodge	Grand Caravan	MV	18	13,231	Leased	Leased	5	zero	036
LTE-037	B2H	Dodge	Grand Caravan	MV	18	7,683	Leased	Leased	5	zero	037
825	B2H	Chevy	Malibu	CAR	18	20,995	\$20,731	\$24,000.00	5	zero	825
826	B2H	Chevy	Malibu	CAR	18	12,876	\$20,731	\$24,000.00	5	zero	826
763	Broad Street	Ford	E350 Cutaway	W/C FLEXIBLE	13	87,177	\$43,792.59	\$54,000.00	5	1	EH-1
588	Broad Street	Ford/Ph	E350	W/C2 or 5	06	149,500	\$37,430.00	\$54,000.00	5	8	EH-12
LTE-24	Broad Street	Dodge	Grand Caravan	MV	16	37,921	Leased	Leased	5	zero	EH-28
LTE-38	Broad Street	Ford	Transit 350 XL Low Roof	12 PASS	18	8,060	Leased	Leased	5	zero	038
LTE-39	Broad Street	Ford	Transit 350 XL Low Roof	12 PASS	18	9,118	Leased	Leased	5	zero	039
773	Broad Street	Chevrolet	EXPRESS	12 PASS	15	128,918	\$29,500.00	\$34,000.00	5	zero	773
LTE-13	Broad Street	Ford	Transit	12 PASS	15	66,125	Leased	Leased	5	zero	LS-12
811	Broad Street	Ford	E350	WC3	17	47,653	\$52,348.00	\$54,000.00	5	zero	BS-29
812	Broad Street	Ford	E350	WC3	17	47,484	\$52,348.00	\$54,000.00	5	zero	BS-30
813	Broad Street	Ford	E350	WC3	17	45,077	\$52,348.00	\$54,000.00	5	zero	BS-31
814	Broad Street	Ford	E350	WC3	17	39,846	\$52,348.00	\$54,000.00	5	zero	BS-32
764	Clara St	Dodge	Grand Caravan	MV	14	50,428	\$21,093.00	\$24,000.00	5	1	CS-3
715	Comm Hab	Dodge	Grand Caravan	MV	10	122,626	\$16,842.00	\$24,000.00	5	5	CHP-1
739	Comm Hab	Fusion	Fusion	CAR	12	198,718	\$16,155.93	\$24,000.00	5	3	CHP-2
738	Comm Hab	Ford	Fusion	CAR	12	192,026	\$16,155.93	\$24,000.00	5	3	CHP-3
571	Comm Hab	Ford	E350	W/C2	04	114,757	\$37,424.00	\$45,000.00	5	10	571
775	CONABLE	Chevrolet	Express3500	12 PASS	15	77,905	\$29,500.00	\$45,000.00	5	zero	CH-1
LTE-32	CONABLE	Ford	Fusion	CAR	17	65,954	Leased	Leased	5	zero	CH-5
758	Corning	Goshen GCII		W/C FLEXIBLE	14	75,302	\$46,390.00	\$54,000.00	5	zero	CDH-1
761	Corning	Ford	350 CUTAWAY	W/C FLEXIBLE	13	106,460	\$43,792.59	\$54,000.00	5	1	CDH-2
762	Corning	Ford	350 CUTAWAY	W/C FLEXIBLE	13	97,059	\$43,792.59	\$54,000.00	5	1	CDH-3
LTE-16	Corning	Dodge	Grand Caravan	MV	16	79,390	Leased	Leased	5	zero	016
LTE-40	Corning	Ford	Transit 350 XL Low Roof	12 PASS	18	11,317	Leased	Leased	5	zero	040
LTE-41	Corning	Ford	Transit 350 XL Low Roof	12 PASS	18	8,152	Leased	Leased	5	zero	041
740	Corning	Chevrolet	Express	12 PASS	12	109,733	\$19,612.32	\$45,000.00	5	2	740
774	Corning	Chevrolet	EXPRESS	12 PASS	15	95,632	\$29,500.00	\$45,000.00	5	zero	774
LTE-11	Corning	Ford	Transit 350 XL Low Roof Wagon	12 PASS	15	77,752	Leased	Leased	5	zero	CDH-8
749	Corning	Dodge	Caravan SE	MV	13	69,812	\$19,995.00	\$24,000.00	5	1	CDH-38
760	Corning	Ford	E350 Cutaway	W/C FLEXIBLE	13	86,807	\$43,792.59	\$54,000.00	5	1	CDH-40
LTE-18	Corning	Toyota	Sienna	ALL WHL DR	16	87,227	Leased	Leased	5	zero	CDH-41
LTE-23	Corning	Dodge	Grand Caravan	MV	16	39,329	Leased	Leased	5	zero	CDH-43
808	Corning	Ford	E350	W/C	17	54,007	\$52,348.00	\$54,000.00	5	zero	CDH-44
809	Corning	Ford	E350	W/C	17	26,773	\$52,348.00	\$54,000.00	5	zero	CDH-45
810	Corning	Ford	E350	W/C	17	43,853	\$52,348.00	\$54,000.00	5	zero	CDH-46
LTE-30	County Cont	Ford	Fusion	Car	17	16,123	Leased	Leased	5	zero	030
LTE-31	County Cont	Ford	Fusion	Car	17	23,479	Leased	Leased	5	zero	031
LTE-12	County Cont	Dodge	Grand Caravan	MV	15	49,414	Leased	Leased	5	zero	012
776	Davis Rd.	Elkhart	Coach ECII	W/C FLEXIBLE	15	35,995	\$47,486.00	\$54,000.00	5	zero	DR-5
LTE-27	Davis Rd.	Dodge	Grand Caravan	MV	16	38,987	Leased	Leased	5	zero	DR-7
716	Family Sprt	Dodge	Grand Caravan SE	MV	10	123,840	\$16,625.00	\$24,000.00	5	4	FMS-4
669	Family Sprt	Dodge	Grand Caravan SE	MV	08	81,890	\$16,635.00	\$24,000.00	5	6	FMS-7
737	Family Sprt	Dodge	Grand Caravan	MV	12	126,356	\$21,181.00	\$24,000.00	5	2	FMS-8
752	Family Sprt	Dodge	Grand Caravan	MV	13	109,709	\$20,570.00	\$24,000.00	5	1	752
LTE-15	Fass Rd	Dodge	Grand CaravanAVP/SE	MV	16	55,188	Leased	Leased	5	zero	015
675	Fass Rd	Dodge	Grand Caravan SE	MV	08	82,288	\$16,635.00	\$24,000.00	5	6	FR-7
689	Field St	Ford	E350	W/C3	09	79,570	\$35,158.00	\$45,000.00	5	5	FLD-4
766	Field St.	Dodge	Grand Caravan	MV	14	55,754	\$21,270.00	\$24,000.00	5	zero	FS-5
LTE-14	First St	Dodge	Grand Caravan	MV	15	91,594	Leased	Leased	5	zero	014
765	First St	Dodge	Grand Caravan	MV	14	53,793	\$21,270.00	\$24,000.00	5	zero	FLD-5
755	Forest Drive	Goshen GCII		W/C 4/2	13	70,507	\$46,071.00	\$54,000.00	5	1	FD-8
836	Forest Drive	Ford/World	E350	W/C 5	19	2,267	\$53,371.00	\$54,000.00	5	zero	836
LTE-28	Lake Breeze	Dodge	Grand Caravan	MV	16	23,999	Leased	Leased	5	zero	028
LTE-33	Lake Breeze	Ford	Fusion	CAR	17	54,691	Leased	Leased	5	zero	LB-5
542	Maint	Ford	E250	CARGO	04	2	\$13,618.00	\$22,000.00	5	10	M-13
705	Maint	Ford	E250	CARGO	10	2	\$15,795.39	\$22,000.00	5	6	M-14
793	Maint	Chevy	Pick Up	Pick Up	16	2			5	zero	M-17
818	Maint	Dodge	Ram	CARGO	17	2	\$22,825.00	\$22,000.00	5	zero	818
823	Maint	Dodge	Ram	CARGO	17	2	\$17,768.00	\$22,000.00	5	zero	823
721	Meads	Ford	E350	W/C5	10	104,263	\$47,013.00	\$54,000.00	5	6	MC-6
807	Meads	Ford	E350	WC/4	17	29,129	\$53,269.00	\$54,000.00	5	zero	MC-7
LTE-25	Mobile Crisis	Ford	Fusion S	CAR	17	63,706	Leased	Leased	5	zero	025
LTE-26	Mobile Crisis	Ford	Fusion S	CAR	17	57,624	Leased	Leased	5	zero	026
568	TBI	Chrysler	Town & Country	MV	05	100,218	\$15,140.50	\$22,000.00	5	9	TBI-2
751	TBI	Dodge	Caravan SE	MV	13	109,709	\$19,156.50	\$22,000.00	5	1	751
570	TBI	Chrysler	Town & Country	MV	05	120,855	\$15,140.50	\$22,000.00	5	9	TBI-13
671	TBI	Ford/Ph	Cutaway E350	W/C3	08	102,921	\$41,630.00	\$54,000.00	5	6	TBI-14
LTE-17	TFC	Dodge	Grand Caravan	MV	16	16,123	Leased	Leased	5	zero	TFC-7
LTE-21	TFC	Dodge	Grand Caravan	MV	16	23,479	Leased	Leased	5	zero	TFC-8
LTE-34	TFC	Dodge	Grand Caravan	MV	17	16,123	Leased	Leased	5	zero	TFC-9
LTE-35	TFC	Dodge	Grand Caravan	MV	17	23,479	Leased	Leased	5	zero	TFC-10
770	WAIVER (HK)	Dodge	Grand Caravan	MV	14	66,313	\$22,273.00	\$24,000.00	5	zero	W-3
769	WAIVER (HK)	Dodge	Grand Caravan	MV	14	78,796	\$22,273.00	\$24,000.00	5	zero	769
771	WAIVER (HK)	Dodge	Grand Caravan	MV	14	54,848	\$22,273.00	\$24,000.00	5	zero	771
747	WAIVER (HK)	Dodge	Grand Caravan	MV	13	107,693	\$19,156.50	\$24,000.00	5	1	W-13
LTE-19	WAIVER (HK)	Dodge	Grand Caravan	MV	16	40,039	Leased	Leased	5	zero	W-14
LTE-20	WAIVER (HK)	FORD	FOCUS	CAR	16	34,503	Leased	Leased	5	zero	W-15
LTE-29	WAIVER (HK)	Dodge	Grand Caravan	MV	17	44,166	Leased	Leased	5	zero	W-16
750	Wilson	Dodge	Caravan SE	MV	13	92,418	\$19,265.50	\$22,000.00	5	1	WS-3
723	WRAP	Ford	Focus	CAR	10	154,652	\$13,324.37	\$22,000.00	5	6	WRP-1
722	WRAP	Ford	Focus	CAR	10	145,971	\$13,324.37	\$22,000.00	5	6	WRP-6

## *Steuben County Public Transit-Human Service Coordinated Transportation Plan*

Pathways, Inc. is a not-for-profit human service organization serving approximately 2,200 individuals and families in 15 counties within the Southern Tier, Finger Lakes, and Rochester, New York areas.

Pathways, Inc. provides an array of services through our core programs including Residential Services, Community-Based Services, Child and Family Services, Educational Services, and Home & Habilitation Services. Operating under the auspices of the New York State Office of People With Developmental Disabilities, Office of Mental Health, Office of Child and Family Services, Department of Health and the Justice Center for the Protection of People with Special Needs, Pathways, Inc. utilizes federal funding designated fully or in part by these state offices and distributed through local counties in a highly regulated and transparent manner. Headquartered in Corning NY, both Steuben and neighboring Chemung Counties continue to be the primary hub of individual- based activities for Pathways, Inc. Transportation services are provided to Pathways, Inc. program participants only. These services include the daily transportation needs of individuals living in Pathways, residential sites. These services also include transport to and from program, as well as recreational, training, medical, social, shopping and other personal related activities. Without the transportation services provided by Pathways, Inc. the vulnerable population served would be left with unmet transportation needs.

Pathways, Inc. currently has 86 vehicles in its fleet, 13 of which are Section 5310 funded. Much of the Pathways, Inc. fleet travels through multiple counties to meet the transportation needs of program participants. Pathways, Inc. contract with private contractor Bernie Bus for all of their summer session school program transportation. Drawing from a pool of 775 employees and approximately 30 volunteers, Pathways, Inc. utilizes regular full and part time day staff to fulfil their transportation service provider responsibilities. All of the individuals that Pathways, Inc. provides transportation services to are disabled and/or elderly. Due to the physical and/or intellectual nature of their disabilities, the large majority of this population would be unable to access existing public transit. For the limited few within this population that could both geographically and physically access public transportation, the structure of the existing transit system, including extremely limited oversight capabilities, would not meet their diverse needs. As such, Pathways, Inc. utilizes its fleet of vehicles, up to and including Section 5310 funded wheelchair accessible busses, to accommodate the unmet transportation needs within the communities in which we operate.

Pathways, Inc. currently operates 55 vehicles primarily used in Steuben County which includes standard cars, minivans, 12 passenger vans and wheelchair accessible vehicles. These vehicles traverse the whole of Steuben County with the primary focus of completing “To & From” transportation. This “To & From” transportation is comprised of AM and PM routes to transport program participants both to, and from, specific day rehabilitation sites. Once the individuals are on site, the program participants then go into the community on various outings that our based on their person-centered habilitation plans. The destination of the outing trips vary from day to day. However many outings are scheduled weekly, are routine or repetitive, and include volunteer endeavors (training) at multiple community based organization. These volunteer activities include assisting in the daily operations of these community organizations (i.e.; cleaning, organizing, delivering meals to seniors, caring for animals etc.) Some of these Steuben County based community organizations that Pathways, Inc. program participants have provided volunteer services for in the 2018 -2019 cycle include; Steuben County Meals on Wheels, Corning Salvation Army, Bath Salvation Army, Addison Youth Center, Bath Library, Corning Library,

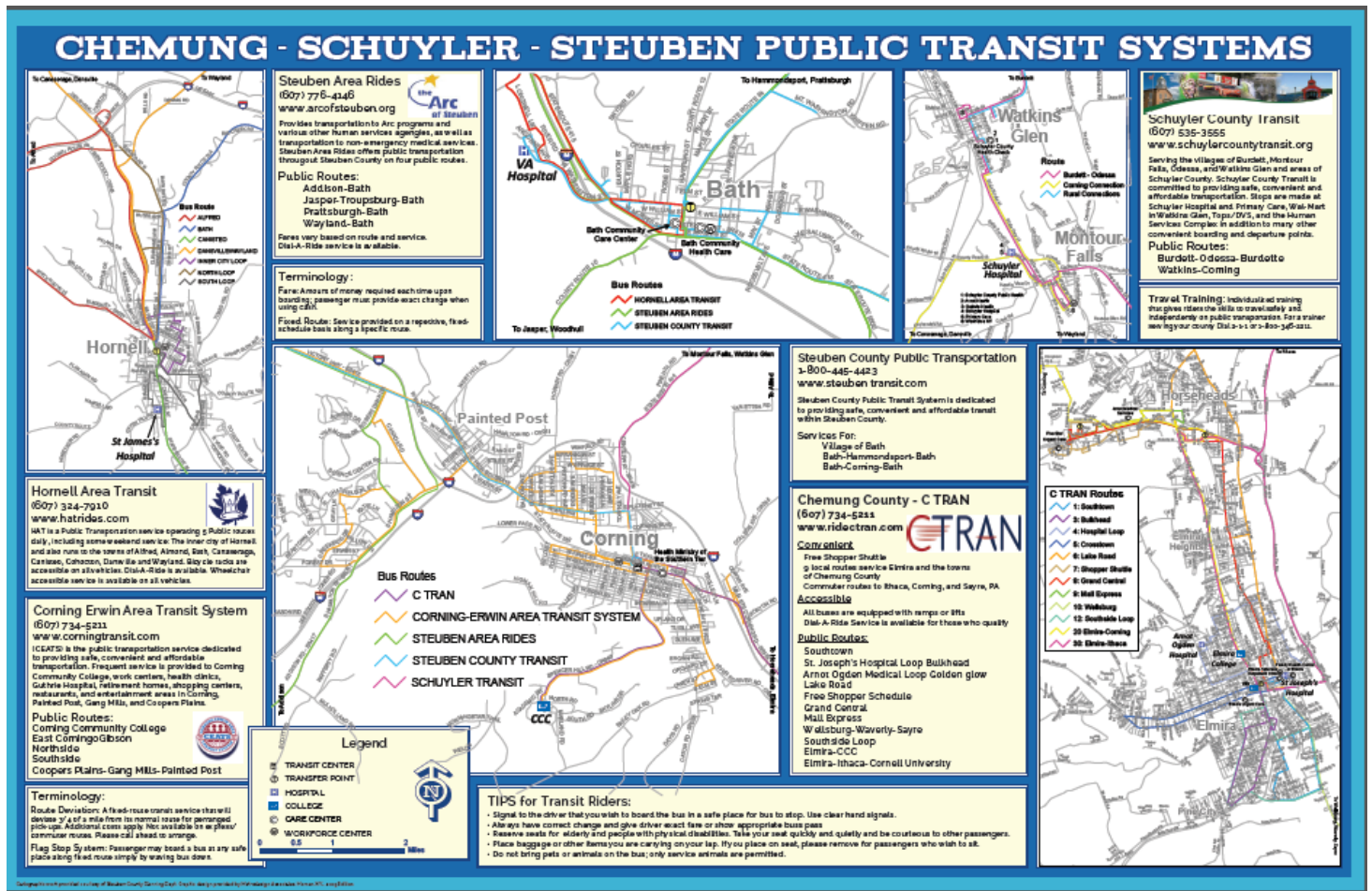




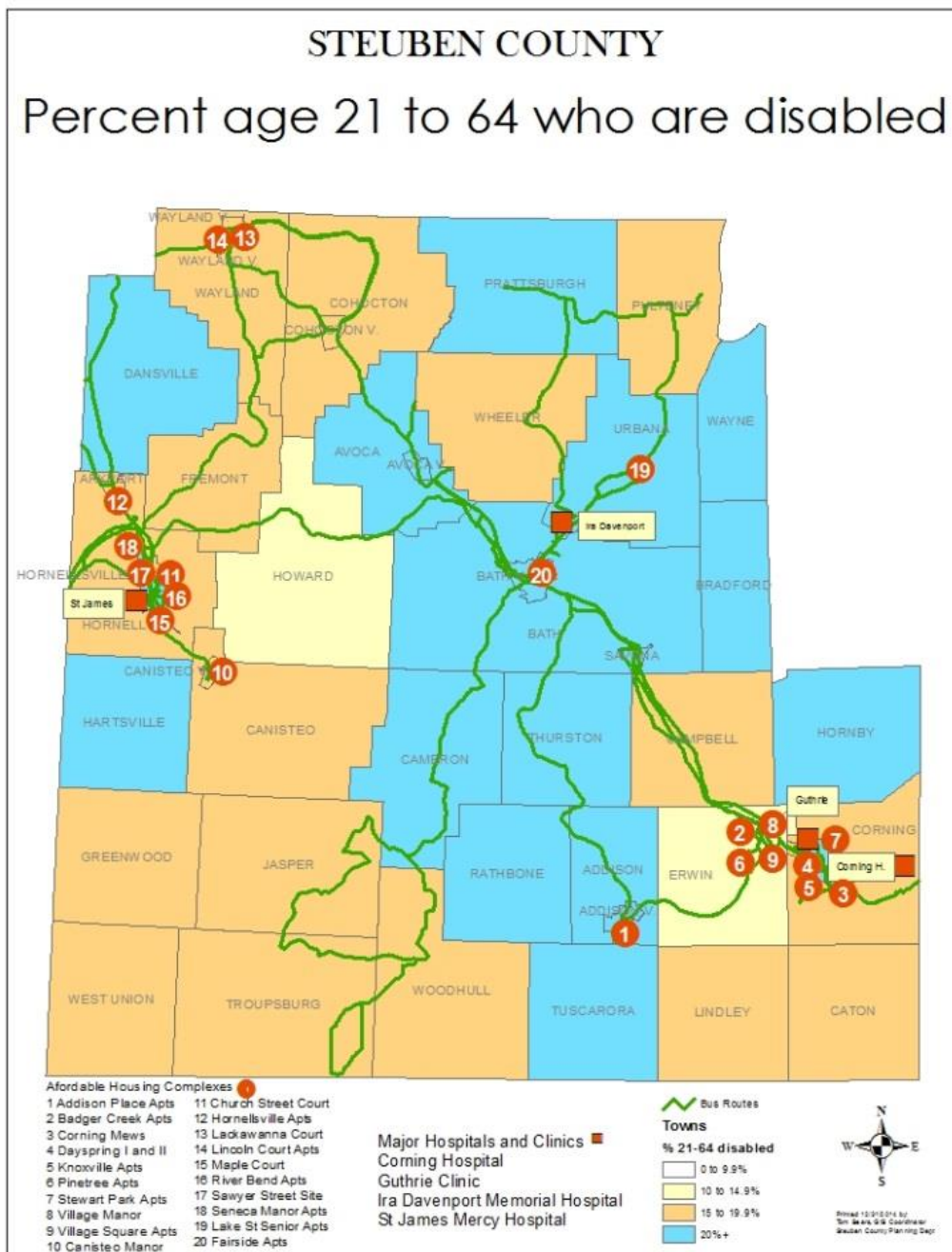
Corning Fire Department, Finger Lakes SPCA, Corning Senior Center as well as a host of community churches.

Other outings include recreation-based community events, parks, and shopping as scheduled by the expressed person-centered needs of the individuals. Whether considered to & From transportation, training, shopping, social or medical in nature, all of these passenger trips are provided by Pathways, Inc. staff members utilizing the Pathways, Inc. vehicle fleet.

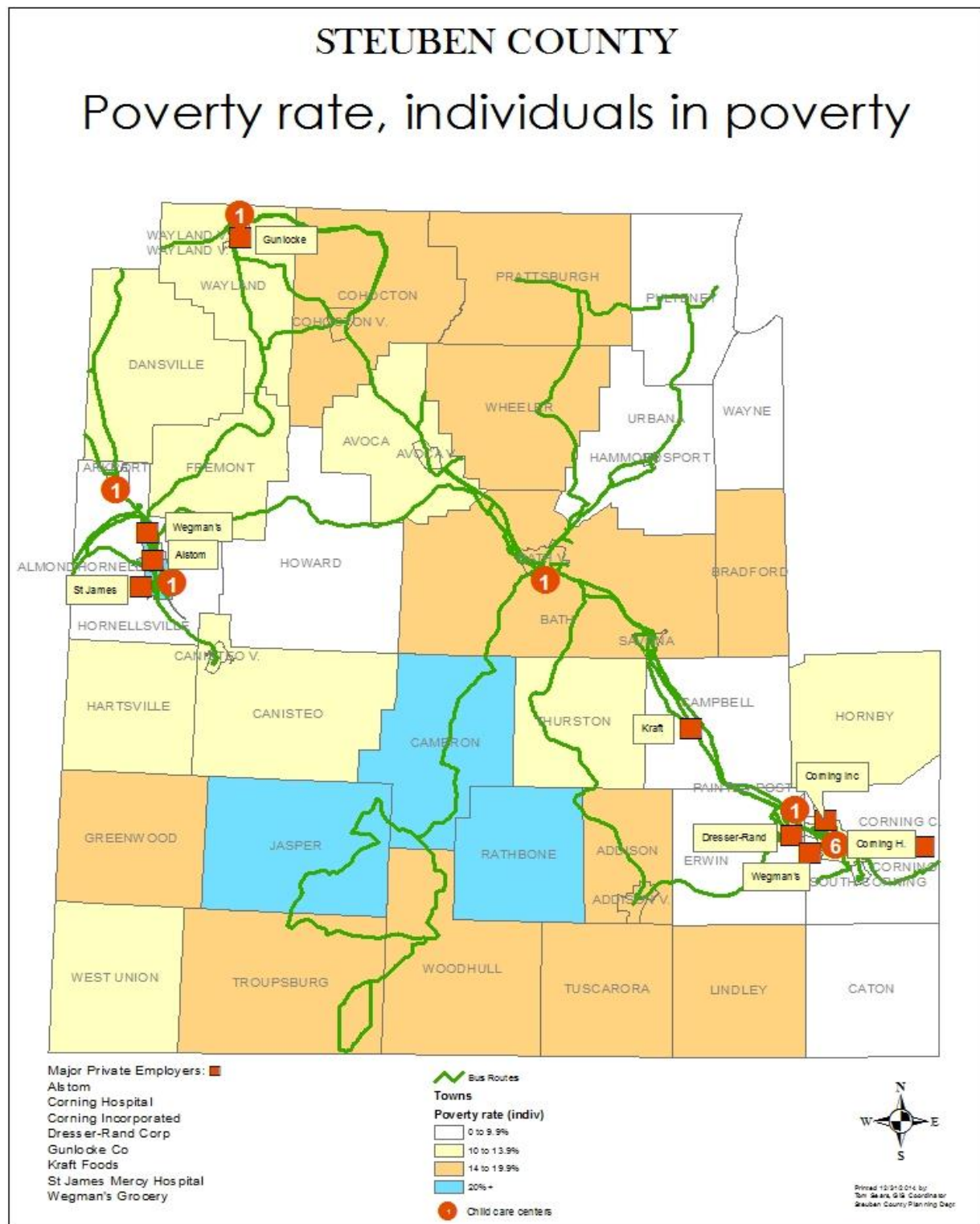
## Attachment A - Tri-County Map



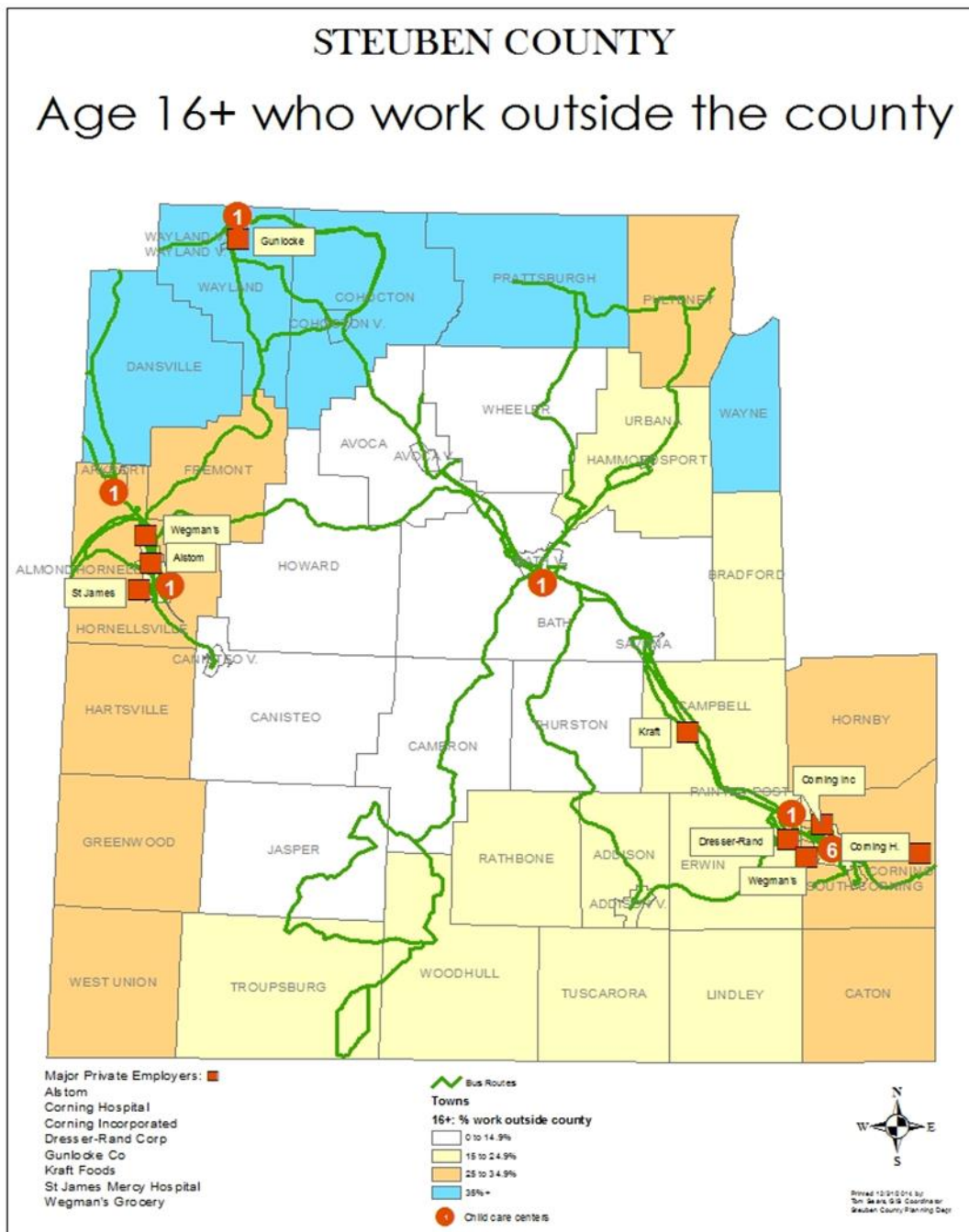
## Steuben County Disabled by age



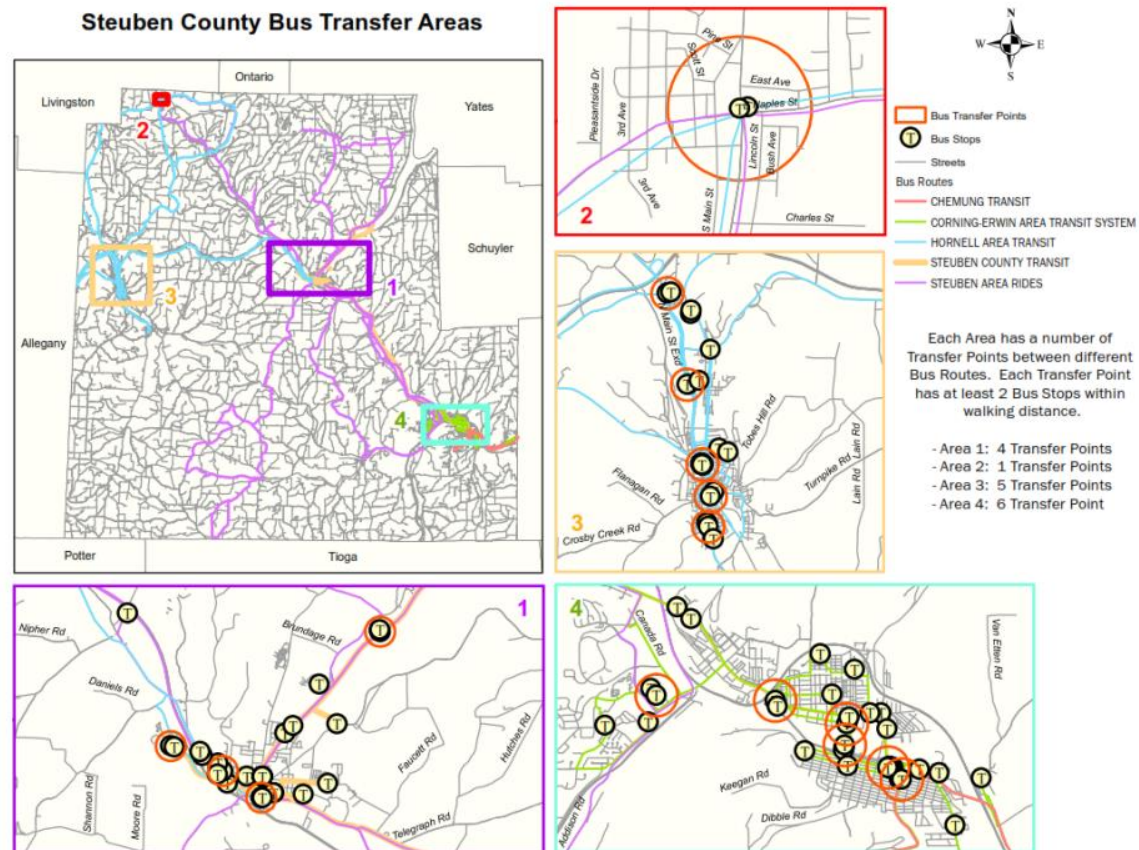
## Steuben County Poverty Rates



## Steuben County Workers – outside of the County







## Transfer Point Time Frame Rating Bath VA

**Transit Transfer Area: 1 | Transfer Point: Bath VA Center**

Transfer Point: Bath VA Center		
SCT: Village of Bath	HAT: Bath	Time Difference (min)
<b>Stop ID: 11</b>	<b>Stop ID: 5</b>	
	6:28 AM	
7:50 AM	8:08 AM	0:18
	9:18 AM	1:28
9:50 AM	11:33 AM	1:43
11:50 AM		
1:50 PM	2:08 PM	0:18
3:50 PM	4:18 PM	0:28
	5:08 PM	1:18
5:50 PM		

Transfer Point: Bath VA Center		
SCT: Village of Bath	HAT: Bath	Time Difference (min)
<b>Stop ID: 11</b>	<b>Stop ID: 5</b>	
	6:28 AM	
7:50 AM	8:08 AM	Moderate
	9:18 AM	Poor
9:50 AM	11:33 AM	Poor
11:50 AM		
1:50 PM	2:08 PM	Moderate
3:50 PM	4:18 PM	Poor
	5:08 PM	Poor
5:50 PM		
Count_Poor		4
Count_Moderate		2
Count_Good		0

Transfer Point: Bath VA Center		
HAT: Bath	SCT: Village of Bath	Time Difference (min)
<b>Stop ID: 5</b>	<b>Stop ID: 11</b>	
6:28 AM	7:50 AM	1:22
8:08 AM		
9:18 AM	9:50 AM	0:32
11:33 AM	11:50 AM	0:17
	1:50 PM	2:17
2:08 PM	3:50 PM	1:42
4:18 PM		
5:08 PM	5:50 PM	0:42

Transfer Point: Bath VA Center		
HAT: Bath	SCT: Village of Bath	Time Difference (min)
<b>Stop ID: 5</b>	<b>Stop ID: 11</b>	
6:28 AM	7:50 AM	Poor
8:08 AM		
9:18 AM	9:50 AM	Poor
11:33 AM	11:50 AM	Moderate
	1:50 PM	Poor
2:08 PM	3:50 PM	Poor
4:18 PM		
5:08 PM	5:50 PM	Poor
Count_Poor		5
Count_Moderate		1
Count_Good		0

## Transfer Point Time Frame Rating Washington & West Morris Street

Transfer Point: Washington St & W Morris St						
SCT: Village of Bath	SCT: Village of Bath	Time Difference (min)	HAT: Bath	Time Difference (min)	SCT: Village of Bath	Time Difference (min)
Stop ID: 7	Stop ID: 6		Stop ID: 7		Stop ID: 8	
	7:35 AM		6:45 AM			
7:37 AM	8:00 AM	0:23	8:25 AM	0:48	7:41 AM	0:04
	9:35 AM	1:58	8:35 AM	0:58	7:55 AM	0:18
			9:35 AM	1:58		
9:37 AM	10:00 AM	0:23			9:41 AM	0:04
	11:35 AM	1:58			9:55 AM	0:18
11:37 AM	12:00 PM	0:23	11:50 AM	0:13	11:41 AM	0:04
	1:35 PM	1:58			11:55 AM	0:18
1:37 PM	3:35 PM	1:58	2:35 PM	0:58	1:41 PM	0:04
					1:55 PM	0:18
3:37 PM	4:00 PM	0:23	4:35 PM	0:58	3:41 PM	0:04
	5:35 PM	1:58	5:25 PM	1:48	3:55 PM	0:18
5:37 PM	6:00 PM	0:23			5:41 PM	0:04
					5:55 PM	0:18
Transfer Point: Washington St & W Morris St						
SCT: Village of Bath	SCT: Village of Bath	Time Difference (min)	HAT: Bath	Time Difference (min)	SCT: Village of Bath	Time Difference (min)
Stop ID: 7	Stop ID: 6		Stop ID: 7		Stop ID: 8	
	7:35 AM		6:45 AM			
7:37 AM	8:00 AM	Poor	8:25 AM	Poor	7:41 AM	Good
	9:35 AM	Poor	8:35 AM	Poor	7:55 AM	Moderate
			9:35 AM	Poor		
9:37 AM	10:00 AM	Poor			9:41 AM	Good
	11:35 AM	Poor			9:55 AM	Moderate
11:37 AM	12:00 PM	Poor	11:50 AM	Moderate	11:41 AM	Good
	1:35 PM	Poor			11:55 AM	Moderate
1:37 PM	3:35 PM	Poor	2:35 PM	Poor	1:41 PM	Good
					1:55 PM	Moderate
3:37 PM	4:00 PM	Poor	4:35 PM	Poor	3:41 PM	Good
	5:35 PM	Poor	5:25 PM	Poor	3:55 PM	Moderate
5:37 PM	6:00 PM	Poor			5:41 PM	Good
					5:55 PM	Moderate
Count_Poor		10		6		0
Count_Moderate		0		1		6
Count_Good		0		0		6

Transit Transfer Area: 1   Transfer Point: Washington St & W. Morris St						
Transfer Point: Washington St & W Morris St						
HAT: Bath	SCT: Village of Bath	Time Difference (min)	SCT: Village of Bath	Time Difference (min)	SCT: Village of Bath	Time Difference (min)
Stop ID: 7	Stop ID: 6		Stop ID: 7		Stop ID: 8	
6:45 AM	7:35 AM	0:50	7:37 AM	0:52	7:41 AM	0:56
	8:00 AM	1:15			7:55 AM	1:10
8:25 AM						
8:35 AM						
9:35 AM	9:35 AM	0:00	9:37 AM	0:02	9:41 AM	0:06
	10:00 AM	0:25	11:37 AM	2:02	9:55 AM	0:20
	11:35 AM	2:00			11:41 AM	2:06
11:50 AM	12:00 PM	0:10	1:37 PM	1:47	11:55 AM	0:05
	1:35 PM	1:45			1:41 PM	1:51
					1:55 PM	2:05
2:35 PM	3:35 PM	1:00	3:37 PM	1:02	3:41 PM	1:06
	4:00 PM	1:25			3:55 PM	1:20
4:35 PM						
5:25 PM	5:35 PM	0:10	5:37 PM	0:12	5:41 PM	0:16
	6:00 PM	0:35			5:55 PM	0:30
Transfer Point: Washington St & W Morris St						
HAT: Bath	SCT: Village of Bath	Time Difference (min)	SCT: Village of Bath	Time Difference (min)	SCT: Village of Bath	Time Difference (min)
Stop ID: 7	Stop ID: 6		Stop ID: 7		Stop ID: 8	
6:45 AM	7:35 AM	Poor	7:37 AM	0:52	7:41 AM	Poor
	8:00 AM	Poor			7:55 AM	Poor
8:25 AM						
8:35 AM						
9:35 AM	9:35 AM	Good	9:37 AM	Good	9:41 AM	Good
	10:00 AM	Poor	11:37 AM	Poor	9:55 AM	Moderate
	11:35 AM	Poor			11:41 AM	Poor
11:50 AM	12:00 PM	Good	1:37 PM	Poor	11:55 AM	Good
	1:35 PM	Poor			1:41 PM	Poor
					1:55 PM	Poor
2:35 PM	3:35 PM	Poor	3:37 PM	Poor	3:41 PM	Poor
	4:00 PM	Poor			3:55 PM	Poor
4:35 PM						
5:25 PM	5:35 PM	Good	5:37 PM	Moderate	5:41 PM	Moderate
	6:00 PM	Poor			5:55 PM	Poor
Count_Poor		8		3		8
Count_Moderate		0		1		2
Count_Good		3		1		2

## Transfer Point Time Frame Rating Ira Davenport Memorial Hospital



Transit Transfer Area: 1 | Transfer Point: IRA Davenport Hospital

Transfer Point: IRA Davenport Hospital								
SCT: Hammondsport	ARC: Addison	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: 4	Stop ID: N/A		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
6:31 AM								
6:55 AM								
8:31 AM	8:50 AM	0:19	8:50 AM	0:19	8:05 AM	1:10	8:35 AM	0:04
8:55 AM								
10:31 AM								
10:55 AM								
12:31 PM								
12:55 PM	2:00 PM	1:05	2:00 PM	1:05			2:00 PM	1:05
2:31 PM								
2:55 PM					3:10 PM	0:15		
4:31 PM								
4:55 PM								
6:28 PM								
6:50 PM								
Transfer Point: IRA Davenport Hospital								
SCT: Hammondsport	ARC: Addison	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: 4	Stop ID: N/A		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
6:31 AM								
6:55 AM					8:05 AM	Poor		
8:31 AM	8:50 AM	Moderate	8:50 AM	Moderate			8:35 AM	Good
8:55 AM								
10:31 AM								
10:55 AM								
12:31 PM								
12:55 PM	2:00 PM	Poor	2:00 PM	Poor			2:00 PM	Poor
2:31 PM								
2:55 PM					3:10 PM	Moderate		
4:31 PM								
4:55 PM								
6:28 PM								
6:50 PM								
Count_Poor		1		1		1		1
Count_Moderate		1		1		1		0
Count_Good		0		0		0		1

Transfer Point: IRA Davenport Hospital								
ARC: Wayland	SCT: Hammondsport	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)
Stop ID: N/A	Stop ID: 4		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:31 AM						8:05 AM	
	6:55 AM							
	8:31 AM							
8:35 AM	8:55 AM	0:20	8:50 AM	0:15	8:50 AM	0:15		
	10:31 AM	1:56						
	10:55 AM	2:20						
	12:31 PM	3:56						
	12:55 PM	4:20						
2:00 PM	2:31 PM	0:31	2:00 PM	0:00	2:00 PM	0:00	3:10 PM	1:10
	2:55 PM	0:55						
	4:31 PM	2:31						
	4:55 PM	2:55						
	6:28 PM	4:28						
	6:50 PM	4:50						
Transfer Point: IRA Davenport Hospital								
ARC: Wayland	SCT: Hammondsport	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)
Stop ID: N/A	Stop ID: 4		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:31 AM						8:05 AM	
	6:55 AM							
	8:31 AM							
8:35 AM	8:55 AM	Moderate	8:50 AM	Moderate	8:50 AM	Moderate		
	10:31 AM	Poor						
	10:55 AM	Poor						
	12:31 PM	Poor						
	12:55 PM	Poor						
2:00 PM	2:31 PM	Poor	2:00 PM	Good	2:00 PM	Good	3:10 PM	Poor
	2:55 PM	Poor						
	4:31 PM	Poor						
	4:55 PM	Poor						
	6:28 PM	Poor						
	6:50 PM	Poor						
Count_Poor		10		0		0		1
Count_Moderate		1		1		1		0
Count_Good		0		1		1		0

Transfer Point: IRA Davenport Hospital								
ARC: Prattsburgh	SCT: Hammondsport	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: N/A	Stop ID: 4		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:31 AM							
	6:55 AM							
8:05 AM	8:31 AM	0:26	8:50 AM	0:45	8:50 AM	0:45	8:35 AM	0:30
	8:55 AM	0:50	2:00 PM	5:55	2:00 PM	5:55	2:00 PM	5:55
	10:31 AM	2:26						
	10:55 AM	2:50						
	12:31 PM	4:26						
	12:55 PM	4:50						
	2:31 PM	6:26						
	2:55 PM	6:50						
3:10 PM	4:31 PM	1:21						
	4:55 PM	1:45						
	6:28 PM	3:18						
	6:50 PM	3:40						
Transfer Point: IRA Davenport Hospital								
ARC: Prattsburgh	SCT: Hammondsport	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: N/A	Stop ID: 4		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:31 AM							
	6:55 AM							
8:05 AM	8:31 AM	Poor	8:50 AM	Poor	8:50 AM	Poor	8:35 AM	Poor
	8:55 AM	Poor	2:00 PM	Poor	2:00 PM	Poor	2:00 PM	Poor
	10:31 AM	Poor						
	10:55 AM	Poor						
	12:31 PM	Poor						
	12:55 PM	Poor						
	2:31 PM	Poor						
	2:55 PM	Poor						
3:10 PM	4:31 PM	Poor						
	4:55 PM	Poor						
	6:28 PM	Poor						
	6:50 PM	Poor						
Count_Poor		12		2		2		2
Count_Moderate		0		0		0		0
Count_Good		0		0		0		0

Transfer Point: IRA Davenport Hospital								
ARC: Jasper	SCT: Hammondsport	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: N/A	Stop ID: 4		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:31 AM				8:05 AM		8:35 AM	
	6:55 AM							
	8:31 AM							
8:50 AM	8:55 AM	0:05	8:50 AM	0:00				
	10:31 AM	1:41						
	10:55 AM	2:05						
	12:31 PM	3:41						
	12:55 PM	4:05						
2:00 PM	2:31 PM	0:31	2:00 PM	0:00	3:10 PM	1:10	2:00 PM	0:00
	2:55 PM	0:55						
	4:31 PM	2:31						
	4:55 PM	2:55						
	6:28 PM	4:28						
	6:50 PM	4:50						
Transfer Point: IRA Davenport Hospital								
ARC: Jasper	SCT: Hammondsport	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: N/A	Stop ID: 4		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:31 AM				8:05 AM		8:35 AM	
	6:55 AM							
	8:31 AM							
8:50 AM	8:55 AM	Good	8:50 AM	Good				
	10:31 AM	Poor						
	10:55 AM	Poor						
	12:31 PM	Poor						
	12:55 PM	Poor						
2:00 PM	2:31 PM	Poor	2:00 PM	Good	3:10 PM	Poor	2:00 PM	Good
	2:55 PM	Poor						
	4:31 PM	Poor						
	4:55 PM	Poor						
	6:28 PM	Poor						
	6:50 PM	Poor						
Count_Poor		10		0		1		0
Count_Moderate		0		0		0		0
Count_Good		1		2		0		1

Transfer Point: IRA Davenport Hospital								
ARC: Addison	SCT: Hammondsport	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: N/A	Stop ID: 4		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:31 AM				8:05 AM		8:35 AM	
	6:55 AM							
	8:31 AM							
8:50 AM	8:55 AM	0:05	8:50 AM	0:00				
	10:31 AM	1:41						
	10:55 AM	2:05						
	12:31 PM	3:41						
	12:55 PM	4:05						
2:00 PM	2:31 PM	0:31	2:00 PM	0:00	3:10 PM	1:10	2:00 PM	0:00
	2:55 PM	0:55						
	4:31 PM	2:31						
	4:55 PM	2:55						
	6:28 PM	4:28						
	6:50 PM	4:50						
Transfer Point: IRA Davenport Hospital								
ARC: Addison	SCT: Hammondsport	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: N/A	Stop ID: 4		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:31 AM				8:05 AM		8:35 AM	
	6:55 AM							
	8:31 AM							
8:50 AM	8:55 AM	Good	8:50 AM	Good				
	10:31 AM	Poor						
	10:55 AM	Poor						
	12:31 PM	Poor						
	12:55 PM	Poor						
2:00 PM	2:31 PM	Poor	2:00 PM	Good	3:10 PM	Poor	2:00 PM	Good
	2:55 PM	Poor						
	4:31 PM	Poor						
	4:55 PM	Poor						
	6:28 PM	Poor						
	6:50 PM	Poor						
Count_Poor		10		0		1		0
Count_Moderate		0		0		0		0
Count_Good		1		2		0		1



Transfer Point: Liberty Square (AKA Bath Transfer)												
ARC: Jasper	SCT: Bath-Corning-Bath	Time Difference (min)	SCT: Village of Bath	Time Difference (min)	HAT: Bath	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: N/A	Stop ID: 1		Stop ID: 1/2		Stop ID: 6		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
6:05 AM	6:10 AM	0:05	7:15 AM	1:10	6:40 AM	0:35	6:30 AM	0:25	8:20 AM	2:15	6:20 AM	0:15
	6:40 AM	0:35	8:10 AM	2:05	8:20 AM	2:15	8:25 AM	2:20			8:15 AM	2:10
	8:00 AM	1:55										
8:30 AM	9:30 AM	1:00	9:15 AM	0:45	8:30 AM	0:00						
	11:00 AM	2:30	10:10 AM	1:40	9:30 AM	1:00						
	12:30 PM	4:00	11:15 AM	2:45	11:45 AM	3:15						
	2:00 PM	5:30	12:10 PM	3:40	2:20 PM	5:50						
			1:15 PM	4:45								
			2:10 PM	5:40								
2:45 PM	3:30 PM	0:45	3:15 PM	0:30	4:30 PM	1:45	2:45 PM	0:00	2:50 PM	0:05	2:45 PM	0:00
			4:10 PM	1:25			4:30 PM	1:45			4:40 PM	1:55
5:05 PM	5:10 PM	0:05	5:15 PM	0:10	5:20 PM	0:15						
	6:30 PM	1:25	6:10 PM	1:05								
	7:00 PM	1:55										
Transfer Point: Liberty Square (AKA Bath Transfer)												
ARC: Jasper	SCT: Bath-Corning-Bath	Time Difference (min)	SCT: Village of Bath	Time Difference (min)	HAT: Bath	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: N/A	Stop ID: 1		Stop ID: 1/2		Stop ID: 6		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
6:05 AM	6:10 AM	Good	7:15 AM	Poor	6:40 AM	Poor	6:30 AM	Poor	8:20 AM	Poor	6:20 AM	Moderate
	6:40 AM	Poor	8:10 AM	Poor	8:20 AM	Poor	8:25 AM	Poor			8:15 AM	Poor
	8:00 AM	Poor										
8:30 AM	9:30 AM	Poor	9:15 AM	Poor	8:30 AM	Good						
	11:00 AM	Poor	10:10 AM	Poor	9:30 AM	Poor						
	12:30 PM	Poor	11:15 AM	Poor	11:45 AM	Poor						
	2:00 PM	Poor	12:10 PM	Poor	2:20 PM	Poor						
			1:15 PM	Poor								
			2:10 PM	Poor								
2:45 PM	3:30 PM	Poor	3:15 PM	Poor	4:30 PM	Poor	2:45 PM	Good	2:50 PM	Good	2:45 PM	Good
			4:10 PM	Poor			4:30 PM	Poor			4:40 PM	Poor
5:05 PM	5:10 PM	Good	5:15 PM	Good	5:20 PM	Moderate						
	6:30 PM	Poor	6:10 PM	Poor								
	7:00 PM	Poor										
Count_Poor		9		11		6		3		1		2
Count_Moderate		0		0		1		0		0		1
Count_Good		2		1		1		1		1		1

Transfer Point: Liberty Square (AKA Bath Transfer)												
HAT: Bath	SCT: Bath-Corning-Bath	Time Difference (min)	SCT: Village of Bath	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: 6	Stop ID: 1		Stop ID: 1/2		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:10 AM				6:30 AM		6:05 AM				6:20 AM	
6:40 AM	6:40 AM	0:00	7:15 AM	0:35							8:15 AM	1:35
	8:00 AM	1:20	8:10 AM	1:30								
8:20 AM					8:25 AM	0:05			8:20 AM	0:00		
8:30 AM			9:15 AM	0:45			8:30 AM	0:00				
9:30 AM	9:30 AM	0:00	10:10 AM	0:40								
	11:00 AM	1:30	11:15 AM	1:45								
11:45 AM	12:30 PM	0:45	12:10 PM	0:25								
	2:00 PM	2:15	1:15 PM	1:30								
			2:10 PM	2:25								
2:20 PM	3:30 PM	1:10	3:15 PM	0:55	2:45 PM	0:25	2:45 PM	0:25	2:50 PM	0:30	2:45 PM	0:25
			4:10 PM	1:50								
4:30 PM	5:10 PM	0:40	5:15 PM	0:45	4:30 PM	0:00	5:05 PM	0:35			4:40 PM	0:10
5:20 PM	6:30 PM	1:10	6:10 PM	0:50								
	7:00 PM	1:40										
Transfer Point: Liberty Square (AKA Bath Transfer)												
HAT: Bath	SCT: Bath-Corning-Bath	Time Difference (min)	SCT: Village of Bath	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: 6	Stop ID: 1		Stop ID: 1/2		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:10 AM				6:30 AM		6:05 AM				6:20 AM	
6:40 AM	6:40 AM	Good	7:15 AM	Poor							8:15 AM	Poor
	8:00 AM	Poor	8:10 AM	Poor								
8:20 AM					8:25 AM	Good			8:20 AM	Good		
8:30 AM			9:15 AM	Poor			8:30 AM	Good				
9:30 AM	9:30 AM	Good	10:10 AM	Poor								
	11:00 AM	Poor	11:15 AM	Poor								
11:45 AM	12:30 PM	Poor	12:10 PM	Poor								
	2:00 PM	Poor	1:15 PM	Poor								
			2:10 PM	Poor								
2:20 PM	3:30 PM	Poor	3:15 PM	Poor	2:45 PM	Poor	2:45 PM	Poor	2:50 PM	Poor	2:45 PM	Poor
			4:10 PM	Poor								
4:30 PM	5:10 PM	Poor	5:15 PM	Poor	4:30 PM	Good	5:05 PM	Poor			4:40 PM	Good
5:20 PM	6:30 PM	Poor	6:10 PM	Poor								
	7:00 PM	Poor										
Count_Poor		8		12		1		2		1		2
Count_Moderate		0		0		0		0		0		0
Count_Good		2		0		2		1		1		1

Transfer Point: Liberty Square (AKA Bath Transfer)												
SCT: Village of Bath	SCT: Bath-Corning-Bath	Time Difference (min)	HAT: Bath	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: 1/2	Stop ID: 1		Stop ID: 6		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:10 AM		6:40 AM		6:30 AM		6:05 AM				6:20 AM	
7:15 AM	8:00 AM	0:45										
8:10 AM			8:20 AM	0:10	8:25 AM	0:15	8:30 AM	0:20	8:20 AM	0:10	8:15 AM	0:05
			8:30 AM	0:20								
9:15 AM	9:30 AM	0:15										
10:10 AM	11:00 AM	0:50										
11:15 AM			11:45 AM	0:30								
12:10 PM	12:30 PM	0:20										
1:15 PM	2:00 PM	0:45										
2:10 PM			2:20 PM	0:10	2:45 PM	0:35	2:45 PM	0:35	2:50 PM	0:40	2:45 PM	0:35
3:15 PM	3:30 PM	0:15										
4:10 PM	5:10 PM	1:00	4:30 PM	0:20	4:30 PM	0:20	5:05 PM	0:55			4:40 PM	0:30
5:15 PM			5:20 PM	0:05								
6:10 PM	6:30 PM	0:20										
	7:00 PM	0:50										
Transfer Point: Liberty Square (AKA Bath Transfer)												
SCT: Village of Bath	SCT: Bath-Corning-Bath	Time Difference (min)	HAT: Bath	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: 1/2	Stop ID: 1		Stop ID: 6		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:10 AM		6:40 AM		6:30 AM		6:05 AM				6:20 AM	
6:40 AM												
7:15 AM	8:00 AM	Poor										
8:10 AM			8:20 AM	Good	8:25 AM	Moderate	8:30 AM	Moderate	8:20 AM	Good	8:15 AM	Good
			8:30 AM	Moderate								
9:15 AM	9:30 AM	Moderate	9:30 AM	Moderate								
10:10 AM	11:00 AM	Poor										
11:15 AM			11:45 AM	Poor								
12:10 PM	12:30 PM	Moderate										
1:15 PM	2:00 PM	Poor										
2:10 PM			2:20 PM	Good	2:45 PM	Poor	2:45 PM	Poor	2:50 PM	Poor	2:45 PM	Poor
3:15 PM	3:30 PM	Moderate										
4:10 PM	5:10 PM	Poor	4:30 PM	Moderate	4:30 PM	Moderate	5:05 PM	Poor			4:40 PM	Poor
5:15 PM			5:20 PM	Good								
6:10 PM	6:30 PM	Moderate										
	7:00 PM	Poor										
Count_Poor		5		1		1		2		1		2
Count_Moderate		4		3		2		1		0		0
Count_Good		0		3		0		0		1		1

Transit Transfer Area: 1 | Transfer Point: Liberty Square and Bath Transfer Station

Transfer Point: Liberty Square (AKA Bath Transfer)												
SCT: Bath-Corning-Bath	SCT: Village of Bath	Time Difference (min)	HAT: Bath	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: 1	Stop ID: 1/2		Stop ID: 6		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:10 AM				6:30 AM	0:20	6:05 AM				6:20 AM	0:10
6:40 AM	7:15 AM	0:35	6:40 AM	0:00								
8:00 AM	8:10 AM	0:10	8:20 AM	0:20	8:25 AM	0:25	8:30 AM	0:30	8:20 AM	0:20	8:15 AM	0:15
	9:15 AM	1:15	8:30 AM	0:30								
9:30 AM	10:10 AM	0:40	9:30 AM	0:00								
11:00 AM	11:15 AM	0:15	11:45 AM	0:45								
	12:10 PM	1:10										
12:30 PM	1:15 PM	0:45										
2:00 PM	2:10 PM	0:10	2:20 PM	0:20	2:45 PM	0:45	2:45 PM	0:45	2:50 PM	0:50	2:45 PM	0:45
	3:15 PM	1:15										
3:30 PM	4:10 PM	0:40	4:30 PM	1:00	4:30 PM	1:00	5:05 PM	1:35			4:40 PM	1:10
5:10 PM	5:15 PM	0:05	5:20 PM	0:10								
	6:10 PM	1:00										
6:30 PM												
7:00 PM												
Transfer Point: Liberty Square (AKA Bath Transfer)												
SCT: Bath-Corning-Bath	SCT: Village of Bath	Time Difference (min)	HAT: Bath	Time Difference (min)	ARC: Addison	Time Difference (min)	ARC: Jasper	Time Difference (min)	ARC: Prattsburgh	Time Difference (min)	ARC: Wayland	Time Difference (min)
Stop ID: 1	Stop ID: 1/2		Stop ID: 6		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A		Stop ID: N/A	
	6:10 AM				6:30 AM	Moderate	6:05 AM				6:20 AM	Good
6:40 AM	7:15 AM	Poor	6:40 AM	Good								
8:00 AM	8:10 AM	Good	8:20 AM	Moderate	8:25 AM	Poor	8:30 AM	Poor	8:20 AM	Moderate	8:15 AM	Moderate
	9:15 AM	Poor	8:30 AM	Poor								
9:30 AM	10:10 AM	Poor	9:30 AM	Good								
11:00 AM	11:15 AM	Moderate	11:45 AM	Poor								
	12:10 PM	Poor										
12:30 PM	1:15 PM	Poor										
2:00 PM	2:10 PM	Good	2:20 PM	Moderate	2:45 PM	Poor	2:45 PM	Poor	2:50 PM	Poor	2:45 PM	Poor
	3:15 PM	Poor										
3:30 PM	4:10 PM	Poor	4:30 PM	Poor	4:30 PM	Poor	5:05 PM	Poor			4:40 PM	Poor
5:10 PM	5:15 PM	Good	5:20 PM	Good								
	6:10 PM	Poor										
6:30 PM												
7:00 PM												
Count_Poor		8		3		3		3		1		2
Count_Moderate		1		2		1		0		1		1
Count_Good		3		3		0		0		0		1

## Coordination History and Accomplishments

The Steuben County Public Transit - Human Services Coordinated Transportation Advisory Committee (SCCTAC), facilitated by the Institute of Human Services, was formed in 2005. The committee supported an application for JARC and New Freedom grant funding to NYSDOT, creating a county Mobility Manager, placed at the Institute for Human Services, to assess needs and coordinate transportation planning with both public and private providers. The project was implemented in January 2010. The Plan was updated in 2012, 2015, and 20017 to adequately reflect the community needs.

Steuben County Rural Mobility Management has performed or linked with community assessment activities and developed transportation recommendations and solutions from the findings. These have included:

1. Joint planning with an “Aging in Place” services planning group, directed through the Steuben County Office for the Aging. Community analyses in 6 rural community areas that show transportation as the highest identified need.
2. Joint planning with other regional Mobility Managers and public and private transportation providers, to help direct non-emergency Medicaid transports along a Chemung-Steuben-Allegany-Monroe county corridor, to (block)-group appointments to specialists in Rochester and save counties hundreds of dollars in individual Medicaid transport payments for specialist services or procedures.
3. Coordination between 2-1-1 HELPLINE and mobility management planners in Steuben and Chemung Counties to pilot a state employee 511NY Ride Share program in Steuben and Chemung counties. The website was launched in July of 2014 and utilizes the 511NY system and the 2-1-1 Call Center through the Institute for Human Services, Inc. to link to each Mobility Manager as needed. Major partners include Chemung Schuyler Workforce NY and the Career Centers within. The Southern Tier Rideshare site can be found at [www.SouthernTierRideshare.com](http://www.SouthernTierRideshare.com) Also, partnering with the project are local employers with portals in development are Adecco and Gunlocke manufacturing. In 2015-2016 Steuben County has implemented the following employer portals: St. James Mercy Hospital, SITEL, Corning Painted Post School District, and Steuben Arc. There are 136 registrants utilizing the Steuben County Rideshare portal.
4. Development of a transportation surveys, in spring 2010, that was included in a Job Fair sponsored by CSS Workforce NY, Corning Community College, the Chemung County Chamber of Commerce, the Corning Chamber of Commerce, Greater Southern Tier BOCES, NYS Dept. of Labor, Southern Tier Economic Growth, and WETM Channel 18. This job fair featured job openings by 113 employers and 6 training providers and was open to the public – attended by an estimated 5,000. Findings have helped outline transportation employment planning needs. The most recent survey developed was sent out in December 2014 to Human Service agencies to gather needs and services provided to their clients. The results are due back mid-January to submit with this plan.
5. Coordination of non-emergency medical transportation scheduling once offered by the Steuben County Department of Social Services is now being provided through the

Steuben Coordinated Transportation Volunteer Driver Program through the Institute for Human Services. This is continuing to save the county money as rides are grouped and coordinated more efficiently. New HB scheduling software is also being used in the SCT Volunteer Driver Program to provide NEMT to Medicaid clients, seniors, and people with disabilities.

6. Steuben County Department of Social Services also utilized the SCT office for scheduling transportation for client medical appointments, public assistance recipients, and foster care families. This streamlined scheduling assistance has saved the county thousands of dollars in staff time, which has also been enhanced with the implementation of the new HB scheduling software.
7. Inclusion of volunteer driver programs into the “Give Help” volunteer connection and promotion service, contracted to the Institute for Human Services by the United Way of the Southern Tier. Resource development activities of the mobility management project have also focused on building funding for volunteer driver programs from local foundations.
8. In 2011; Development of a comprehensive route map and schedule, distributed widely through workforce centers, agency fairs, and community presentations, and supported by linkage with 2-1-1 Helpline information and referrals services, as well as an online ride resource site. In 2014 the Tri-county map was developed as a result of coordination of a sub-committee of the SCT Advisory Committee by Mobility Managers, transit organizations, Workforce NY and the Steuben County Planning Department. Collaboration efforts across these regions resulted in this all inclusive map design. The map shows the connections of routes within Chemung, Steuben and Schuyler counties as well as key transfer points, workforce centers, health care and educational facilities. The map also gives transit information and information for each transit organization and refers people to the Need a Ride website for more detailed information at [www.needaride.info](http://www.needaride.info).
9. Promotion of “one-stop” transportation information through 2-1-1 Helpline and decals developed by the transportation committee were provided at no cost to all providers serving Steuben County. They are also visible in bus shelters and transportation hubs. The 2-1-1 decals are inspected and or replaced annually.
10. City of Corning Transportation center: The recent addition of the Corning Transportation Center as the county’s main hub is a welcome addition to the county’s transportation infrastructure. The Transportation Center was constructed by the City of Corning to consolidate transit services to a single site and to upgrade the City’s transportation facilities. The Center was constructed to serve City needs and has become a hub for regional transit systems. The Corning Transportation Center is located at 85 Denison Parkway East, which includes a terminal building (3,000 square feet) with seating, a ticket kiosk, rest rooms and vending, bus travel lanes and temporary parking slips (under the terminal canopy). The center is fully handicapped accessible, including walkable pathways and new curbing. Local services out of the Corning Transportation Center are provided by Corning Erwin Area Transit System (CEATS), Steuben County Transit, Chemung County Transit (C TRAN), and Schuyler County Transit. Long-distance coach



services are provided by Coach USA/Shortline and Trailways. Visit this site for more;  
<http://www.gafferdistrict.com/tc.html>

11. Development of new route from Schuyler County to City of Corning. The expansion of Schuyler County Transit into Corning was made possible through partnerships with, NYDOT, Schuyler County, the City of Corning and The Arc of Schuyler. This route was a private exiting bus route The Arc of Schuyler operated for people who received support services through The Arc. Through the partnerships, The Arc was able to open portions of the route and expand some of their service to the public. The service terminates at the Corning Transportation Center where riders may connect with other bus services to CCC and beyond. Students of CCC who purchase semester passes receive free transfers on the CEATS and C TRAN routes that travel to CCC.
12. The Steuben County Mobility Manager developed and is promoting a Travel Training program to assist seniors and people with disabilities to learn how to access public transportation to support quality of life and mobility independence. The program is flexible and is offered as a group, individual, and online trainings to all individuals regardless of age.
13. The Steuben County Mobility Manager has been assigned to updating all route information for public transit routes into the new 511NY WDMS system with GTSF information.
14. A partnership between Catholic Charities of Steuben and MAS was facilitated to offer Medicaid bus tokens at Catholic Charities sites for enrollees that have same day appointments.
15. A community bus pass distribution site was established at Pro Action of Steuben and Yates, Inc. to offer a community-based solution to the complexities of obtaining bus passes for County transit providers.
16. Development and implementation of Transit shelter monitors to display transit schedule information.
17. Development of a five county Supports for Health voucher program to assist Medicaid enrollees with transportation to non-Medicaid covered appointments such as the pharmacy, chronic disease self-management classes, the grocery store, and required service-related enrollments.

## Funding – past

### **Federal Transit Programs and Recipients in Steuben County**

The following is a brief description of the three Federal funding programs that were covered by the SAFETEA-LU mandate which requires a coordination plan such as the one presented here.

- d. FTA Section 5310 made funding available to meet the needs of elderly persons and persons with disabilities for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary para-transit services. Funds are apportioned for

urbanized and rural areas based on the number of seniors and individuals with disabilities. Federal share for capital projects (including acquisition of public transportation services) is 80%. The program is administered in New York State by the New York State Department of Transportation (NYSDOT). Capital assistance is provided on an 80 percent Federal, 20 percent local matching basis. Examples of capital expenses include but are not limited to buses and vans. In New York State, private nonprofit agencies are eligible to receive program funding, and must demonstrate that they are a participant in local transportation coordination efforts.

- e. FTA Section 5316 Job Access and Reverse Commute (JARC) was a formula grant that provided funding for local governmental authorities and agencies, and non-profit entities that offered job access and reverse commute services to transport low income individuals to and from job training, for child care, and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Job Access grants also financed capital projects and operating costs of equipment, facilities, and associated, capital maintenance items related to providing access to jobs; promoted use of transit by workers with nontraditional work schedules; promoted use by appropriate agencies of transit vouchers for TANF (Temporary Assistance for Needy Families) recipients and eligible low-income individuals; and promoted use of employer-provided transportation. For Reverse Commute grants, the following activities were eligible - operating costs, capital costs and other costs associated with reverse commute by bus, train, carpool, vans or other transit service. Eligible activities for JARC funding include late-night and weekend service, guaranteed ride home service, shuttle service; expanded fixed-route public transit routes; demand-responsive service; ridesharing and carpooling activities; transit related aspects of bicycling; local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides; marketing promotions for JARC activities; supporting the administration and expenses related to voucher programs; using Geographic Information System (GIS) tools and/or implementing Intelligent Transportation Systems (ITS); integrating automated regional public transit and human service transportation information, scheduling and dispatch functions; deploying vehicle position-monitoring systems; and establishing regional mobility managers or transportation brokerage activities. The Federal/local share is 80/20 for capital projects which include Mobility Management operations, and 50/50 for operating projects. *(Section 5316 no longer exists under MAP-21 and funding has been combined for rural areas under Section 5311 Rural formula grants).*
- f. Section 5317 New Freedom was a Federal transit formula grant program to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Funds could be used for associated capital and operating costs to provide the new services. Examples of projects and activities that might be funded under the program include, but are not limited to: 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 routes that run seasonally; making accessibility improvements to transit and intermodal stations; supporting voucher

programs for transportation services offered by human service providers; and supporting Mobility Management and coordination programs among public transportation providers and other human service agencies providing transportation. The Federal share for the net project capital cost of a project was up to 80 percent, and not more than 50 percent of the net operating cost of a project. In conjunction with the JARC grant noted above, in January 2010 a New Freedom grant to develop a Mobility Management program for Steuben County was awarded to The Institute for Human Services. The initial grant period covered calendar years 2010-2011.

Beginning with calendar year 2012 the application process for funding both Sections 5316 JARC and 5317 New Freedom was a combined application. An application was submitted by The Institute for Human Services to continue the Mobility Management program for calendar years 2012 -2013 and runs through June 2015. *(Section 5317 no longer exists under MAP-21 and funding was been combined for rural areas under Section 5310).*

*The next round of funding due March 2<sup>nd</sup>, 2015 will fall under Federal Section 5311 program (Public Transportation in Non-urbanized Areas) Title 49 U.S.C. 5311 and combines services previously covered in Sections 5310, 5316 and 5317 into 5311 and is eligible for up to 80% federal funding. The “Consolidated Application” includes a new funding program under MAP-21 called the Appalachian Development Public Transportation Assistance Program (ADPTAP) for operating, capital and planning assistance in 14 eligible counties of which Steuben is eligible.*

It has been the finding of the SCT Advisory Committee that these funds be applied for in subsequent years to ensure the continued availability of Mobility Management services to continue collaboration across the county and beyond.