

**THE APPALACHIAN REGIONAL COMMISSION**  
1666 Connecticut Avenue, N.W., Washington, D.C. 20235

**PROJECT APPLICATION**

Two (2) copies of project application (including 2 copies of basic Federal grant application) should be forwarded to Executive Director, Attn: Project Control, Appalachian Regional Commission, 1666 Connecticut Avenue, N.W., Washington, D.C. 20235.

Project Control No. \_\_\_\_\_

**IDENTIFICATION**

|  |                                    |
|--|------------------------------------|
| Project Name TOMTRAN: Tompkins Co. Transportation Services Project | Location Tompkins County, New York |
|--|------------------------------------|

**FEDERAL DATA**

|  |   |                     |
|--|---|---------------------|
| Federal Agency<br>Appalachian Regional Comm. | Federal Program<br>Appalachian State Res.,<br>Tech. Assist. & Demo. Proj. | Federal Project No. |
|--|---|---------------------|

| FUNDING (Specify Source)      | INITIAL   | CHANGE | REVISED | TOTAL |
|-------------------------------|-----------|--------|---------|-------|
| Basic Federal Assistance      |           |        |         |       |
| Other Federal Assistance      | \$91,880  |        |         |       |
| ARC Basic Assistance          | \$280,000 |        |         |       |
| ARC Supplemental Assistance   |           |        |         |       |
| State                         | \$ 75,414 |        |         |       |
| Other (Non Federal)           | \$411,380 |        |         |       |
| Total Eligible Project Cost   | \$858,675 |        |         |       |
| Total Ineligible Project Cost |           |        |         |       |
| Total Project Cost            | \$858,675 |        |         |       |

**FOR STATE USE ONLY:** Indicate from which allocation funds are being requested.  
Base S \_\_\_\_\_; Subregional: Northern , Central , Southern  S \_\_\_\_\_

I hereby request Appalachian Act grant funds in the amount identified above and if provided, agree to apply those funds in accordance with applicable Federal laws, including Sections 224 (b), 302 (c) and 402 of the Appalachian Act.

County of Tompkins  
 Legal Name of Applicant \_\_\_\_\_  
 Address: Court House  
 Ithaca, New York 14850

*Harris B. Dates* 8-19-81  
 Signature of Responsible Official - Date  
 Harris B. Dates Chairman, Board of Reps.  
 Name and Title of Responsible Officer  
 (Please type or print)  
 8-19-81  
 Date

Signature of Authorized 202 Council Representative \_\_\_\_\_

**State Approval**

This Application has been evaluated and approved as meeting the requirements for assistance under the Appalachian Regional Development Act of 1965, as amended, and where required by Office of Management and Budget Circular A-95 for ARDA Sections 202, 205 & 211, the appropriate project review clearinghouses were given an opportunity to review the project and comment.

- A-95 Comments Attached       A-95 Comments Not Made

Signature of State Representative or Member \_\_\_\_\_ Date \_\_\_\_\_

II. AREA INFORMATION: Describe the area to be served by the proposed facility and its relation to the growth areas designated in the approved state plan. The area description should include sufficient detail to provide an understanding of the general area, including population comparisons (1970 and present) and economic activities and should clearly document the need for the project as a priority item, as well as the projected economic benefits to be gained from the project.

Refer to Part IV. PROGRAM NARRATIVE Sections 1-2. Detailed study of Tompkins County transportation needs is presented in the Interim County-wide Transportation Services Plan.

III. FUNDING: SECTION 214 SUPPLEMENTAL

A. Describe the sources of non-federal funds indicated on page 1 of the ARC Form 1 for the non-federal matching share of eligible project costs. If there are costs ineligible under the basic federal program, describe the sources, status, and amounts of all funding for these ineligible costs.

A. The \$458,750 of the non-federal matching share is allocated as identified below:

| <u>TYPE</u>    | <u>SOURCE</u>   | <u>AMOUNT</u>             |
|----------------|---|---------------------------|
| Local Cash     | Tompkins County, Town of Ithaca, City of Ithaca, and other local municipalities. Cornell University, Tompkins-Cortland Community College, and other participants. | \$177,915                 |
| Revenues       | Transit farebox revenues.<br>Gadabout revenues.   | 94,515<br>30,000          |
| Local In-kind  | Tompkins County.<br>Local highway departments.<br>Gadabout contributors.  | 45,650<br>5,600<br>57,700 |
| New York State | Transit Operating Assistance and<br>Gross Receipts Tax revenues.  | 47,000                    |
|                |   | <u>\$458,380</u>          |

SECTION 214  
and

OTHER PROJECTS

(NOTE: ITEMS IN BRACKETS APPLY ONLY TO SECTION 214 PROJECTS. APPLICANTS FOR ENERGY, TRANSPORTATION, AND RESEARCH DEMONSTRATION PROJECTS, COMPLETE ALL OTHER SECTIONS)

SPECIAL NOTE: If any of the following information requested is provided in the enclosed basic agency application or attachments to it, do not repeat but please reference in order to expedite the ARC review process.

I. PROJECT INFORMATION: Describe the proposed project and the services to be offered in conjunction with it in sufficient quantitative and qualitative detail to provide a visual impression of the facility and a working understanding of the offered services. In addition, provide a statement of the relationship of the project to the approved state Appalachian Development Plan and indicate if it was included in the state's project package for the current year. The above narrative should include, but not be limited to, the following:

- A. The narrative should clearly describe the physical characteristics of the proposed project and its relationship to other similar facilities and/or services available in the area.
- B. If the proposed project is part of a phased development plan, describe the overall development master plan of which it is a component. Describe what other progress has been made in implementing the master plan and the projected date for the plan's completion.

I. Project Information:

For a description of the proposed project and services to be offered, see Part IV. PROGRAM NARRATIVE of the Basic Agency Application for Federal Assistance.

TOMTRAN is consistent with and supportive of the target investments for rural public transportation identified in New York State Appalachian Goals and Program Emphasis: Summary. Targeted investments include:

- Coordination of existing human services or other transportation services.
- Development of new comprehensive systems.
- Commuter-oriented systems.
- Transportation based energy conservation measures.

The proposed TOMTRAN Project was originally reviewed by the NYS Department of State and placed in Group I on the master priority list of projects eligible for FY 1981 funding. After a partial rescission of FY 1981 ARC funds, TOMTRAN was re-assigned to a stand-by list.

TOMTRAN is not part of a phased development plan. Originally, it was proposed as a multi-year project with capital and operating funds requested for three years. The project has been restructured to be self-sufficient after the first year, if further ARC funding is unavailable.

**[B]** Where the basic federal grant is less than the maximum possible and the applicant is supplying the difference between the maximum and the actual grant offer, indicate:

1. Why the basic grant is less than the maximum possible (attach statement from appropriate state agency administering basic federal grant-in-aid program)
2. The source of the non-federal matching share being used to supply the difference and related conditions or terms
3. Whether the applicant is eligible to reapply for that difference
4. If the applicant intends to reapply
5. The use of such additional basic funds if obtained

Not applicable to transportation projects.

**C.** If application has been made under any other federal grant-in-aid program(s) other than identified in the ARC Form:

1. Identify the program(s)
2. Date when filed
3. Amount of request
4. Current status of request
5. Whether ARC financial assistance has been identified in any request

No applications have been made for other grant-in-aid programs not identified on the ARC form.

DOCUMENTATION OF NEED FOR ARC SUPPLEMENTAL FINANCIAL ASSISTANCE  
(Section 214 or other projects)

A. If state funds constitute any part of the non-federal matching share:

see:

1. Identify the source and the total amount of such funds allocated to the applicant.
2. If the state share shown in the project application is less than the allocation, identify the purpose(s) to which the remainder has been or is to be applied.

A. There is no matching requirement for the operating elements of TOMTRAN. New York State Mass Transportation Funds will be available to cover half of the local match requirements for ARC funded equipment. The estimated state funds amount to \$20,290.

B. If the applicant [for basic federal grant-in-aid assistance] is a county or municipal government or a unit thereof, or other local government body, provide the following except where an applicable state formula has been approved by the Commission to determine the relative financial resources of the applicant--in that case no financial documentation is required under this section:

1. If revenues exceeded expenditures for the latest fiscal year (1980) operation, identify the amount of surplus and attach a statement from an appropriate public official indicating the purpose(s) to which the surplus has been applied or is to be applied if it is not being used for this project.

1980 General Fund

|  |                      |
|--|----------------------|
| 1980 Actual Revenue Recorded                               | \$ 26,379,296.21     |
| 1980 Actual Expense  | <u>25,866,246.12</u> |
| Actual Revenues Exceeded<br>Actual Expenses                | \$ 513,050.09        |
| 1980 Encumbrances Set Up to<br>be Expended in 1981         | \$ 1,219,103.50      |
| Actual Expenses Plus Encumbrances<br>Exceed Actual Revenue | (\$ 706,053.41)      |

Any 1980 General Fund surplus will be expended in 1981.  
Source: County Administrator Office.

**[B]** Where the basic federal grant is less than the maximum possible and the applicant is supplying the difference between the maximum and the actual grant offer, indicate:

1. Why the basic grant is less than the maximum possible (attach statement from appropriate state agency administering basic federal grant-in-aid program)
2. The source of the non-federal matching share being used to supply the difference and related conditions or terms
3. Whether the applicant is eligible to reapply for that difference
4. If the applicant intends to reapply
5. The use of such additional basic funds if obtained

Not applicable to transportation projects.

**C.** If application has been made under any other federal grant-in-aid program(s) other than identified in the ARC Form:

1. Identify the program(s)
2. Date when filed
3. Amount of request
4. Current status of request
5. Whether ARC financial assistance has been identified in any request

No applications have been made for other grant-in-aid programs not identified on the ARC form.

- (1980)
- List the estimated total revenues and expenditures for the current fiscal year. If a budgetary surplus is indicated, an appropriate public official should provide a statement explaining the purpose(s) to which the surplus is to be applied if not allocated to this project.

| <u>1981 General Fund Budget</u> | <u>Revenue</u> | <u>Appropriations</u>    |
|---------------------------------|----------------|--------------------------|
| Revenue                         | \$ 22,676,361  | \$ 28,724,097            |
| Net Levy                        | 1,962,736      |                          |
| Appropriated Surplus            | 1,545,000      |                          |
| Sales Tax Credit                | 2,540,000      |                          |
| Total Revenue                   | \$ 28,724,097  | No surplus is indicated. |

- Does the applicant have authority to borrow funds from regular lending institutions? If so, include a statement which specifies the amount the applicant could reasonably borrow considering service charge requirements, debt service or other costs, and if such borrowing capacity is not being utilized for the project, explain why not.
- Does the applicant have authority to issue bonds to finance the project? If so, identify the maximum bond issue permissible and if bonds are not being used, explain why not.
- If bond funds are involved, describe the type, amount of the authorized issue and the authorized purposes. If the authorization is less than the maximum bond issue permissible, explain why additional bond authorization is not being obtained to meet the local funding requirements for the project. If the amount of the authorized bond issue exceeds local funding requirements for eligible and ineligible project costs, identify the purpose(s) to which the remainder is to be applied. If the amount of bonds issued or to be issued is less than the amount of the authorization, specify the amount issued or to be issued, and the reason(s) why the amount is less than the authorization.

3,4,5

Tompkins County intends to use funds in the General Fund to provide its share of the TOMTRAN Project. It is not appropriate nor desirable for the County to borrow money from lending institutions to support this rural transportation demonstration program. Nor is it desirable to use the bonding authority of the County for this project.

The County bonding authority has been recently used to construct a new County Hospital and there are other capital improvement projects under consideration for bond. Under these conditions, the County will be reluctant to use its bonding authority to implement a demonstration project such as TOMTRAN.

corporation, provide the following:

1. An audited financial report of the organization for the latest fiscal year operation. If there was a surplus, an appropriate official of the organization should provide a statement indicating the purpose(s) to which the surplus has been applied or is to be applied.
2. List the total estimated revenues and expenditures for the current fiscal year. If a budgetary surplus is indicated, an appropriate official of the organization should provide a statement explaining the purpose(s) to which the surplus is to be applied.
3. If the applicant anticipates using funds made available by letters of credit from lending institutions, include a statement which specifies the amount the applicant could reasonably borrow considering service charge requirements, debt service, or other costs.
4. If contributions are to be used in financing the proposed project, list the amount of contributions received to date and the amount anticipated from pledges (pledges should reflect the application of a loss factor in determining the net amount).
5. If the project is part of a capital improvement plan or program or if the applicant is engaged in a capital improvement plan or program that will require financial outlays, identify the projects (including costs) planned or programmed for construction.

Question C is not applicable.

#### SERVICE OR USER CHARGES

If service or user charges (rates) will provide a source of revenue for the proposed facility, identify the charges and list the rates for the three nearest similar facilities of comparable size. Describe how the charges will be used to amortize any debt incurred and identify what part of estimated annual revenue will come from service charges. Also give the estimated annual operating costs for the facility.

The TOMTRAN Suburban and Ithaca-Dryden Corridor Transit Programs will generate \$94,515 in fare revenue. This amount is 32.1% of the programs' operating cost (\$294,695), 16.8% of the TOMTRAN Project operating cost (\$563,425), and 11.0% of the Total TOMTRAN Project Cost (\$858,675).

Comparable common carrier charges are as follows:

|                                 | <u>Cash Fare</u>                 |
|---------------------------------|----------------------------------|
| Ithaca Transit                  | 35¢                              |
| East Ithaca Transit             | 35¢                              |
| Northeast Transit               | 50¢                              |
| Greyhound (Ithaca to<br>Dryden) | \$1.10 one way<br>\$2.10 two way |

## PROJECT COST OVERRUN

A project cost overrun can be:

An upward revision of project estimated costs after approval under both the basic federal and ARC assistance programs, without any change in project scope (see Section 214-2.6 of ARC Code)

A bid overrun (bids received exceed estimated costs)

A case where actual cost incurred exceeds accepted bid

If the application is for a cost overrun, provide a cost breakdown of both eligible and ineligible items included in the basic federal assistance program application as compared to the latest cost estimates or as reflected in the bid(s) received.

Not applicable.

## IV. FUNDING: SECTION 214 BASIC

[A] Under the Amendments of 1971 to the Appalachian Regional Development Act, Section 214 funds may be used as basic funds under certain circumstances. If the basic federal agency's funds have been depleted, and therefore no basic grant, or only a partial basic grant can be made by the basic federal agency for a project, Section 214 funds may be requested to provide the full basic grant, or that part of the basic grant which is unavailable. However, the applicant is required under Section 214-2.9 of the ARC Code to make every reasonable effort to obtain funding from alternative sources before requesting Section 214 basic assistance. Once alternative sources of funding for a project have been exhausted, the applicant must file a formal grant application with the appropriate basic federal agency, and that agency must certify the following:

1. That the project has been reviewed under its normal grant application criteria and would be eligible for a full basic grant if funds were available.
2. That the basic federal agency does not have funds available to provide a maximum basic federal grant
3. The amount of the total eligible project cost, and the amount of the basic grant for which the project is eligible.

Not required for 200C Projects.

B. In addition to the requirements stated above, applicants requesting Section 200C basic funds should provide the following information:

1. Describe what actions have been taken by the applicant to insure that every reasonable effort has been made to obtain funding from other sources.

Only limited funds are available to support rural transportation projects such as TOMTRAN.

Although several elements of TOMTRAN are now encouraged by USDOT, federal programs, almost without exception, have been targeted to urban or metropolitan areas.

Section 18 of the Urban Mass Transportation Act, as amended in 1978, provides for federal assistance for transportation services in small urban and rural areas.

It is now clear that Section 18 funds are insufficient to satisfy the needs of existing transportation systems within Tompkins County, yet alone the requirements of a comprehensive, innovative project such as TOMTRAN. (Reference Interm Countywide Transportation Services Plan).

A small amount of NYS Transit Operating Assistance (TOA) funds will help support the transit programs of TOMTRAN. However, these funds will not become available until some time after the services have been in operation. TOA funds consistent with anticipated support levels are included as part of the TOMTRAN Income.

2. If sufficient funds are not currently available under the basic federal program, provide information that clearly demonstrates that the insufficiency will continue for such a period that deferring the project for that time would endanger the success of the development program for a multi-county area or a growth area as identified in the state's approved Appalachian Development Plan.

The prospects of increased availability of federal and state funding for rural transportation projects such as TOMTRAN are not very good. Indeed, decreased funding is more probable.

3. Provide a statement indicating whether or not the project was identified in the state's project package for the current fiscal year. If the project was identified in the current project package, indicate its level of priority.

Based upon the priority packages developed by the three Local Development Districts within New York State, the New York Department of State has placed TOMTRAN in Group I on a master priority list of projects eligible for FY 1981 ARC funding. After the ARC budget recision, TOMTRAN was reclassified as a stand-by project by DOS.

4. Provide information that demonstrates the project's importance to the development program for a multi-county area or a growth area as identified in the state's approved Appalachian Development Plan, and explain how the project's completion is necessary to the orderly accomplishment or implementation of the state's development program.

The Ithaca Urban Area was designated as an original Growth Center in early Appalachian studies (NYS Appalachian Development Plan, 3/71 p.10). Ithaca's central location in Tompkins County, coupled with its development as a multi-county employment center, makes the provision of commuter-oriented transportation services a high priority (Growth Areas - Transportation, vol 4, STERPDB, 6/74, pp.35-7; NYS Appalachian Goals and Program Emphasis - Summary, DOS p.6). Planning at all levels has emphasized the importance of improved rural transportation to the region. STERPDB publication, Five Year Investment Plan: An Areawide Action Plan (3/75, pp.63-5); and AAP Transportation -IX (3/78) emphasize the significance of transportation to development, employment and the quality of life. Multi-modal rural transportation is encouraged (Ibid., Development Plan, p.67). Studies by Meyburg et al, Mass Transit Development for Small Urban Areas (10/74 and 6/76) have supported this approach.

The TOMTRAN Project is supportive of the NYS Appalachian Goals to:

- Coordinate existing human service or other transportation systems.
- Develop new comprehensive systems.
- Develop commuter-oriented systems.
- Develop transportation-based energy conservation measures:

(Ibid, DOS p.6) TOMTRAN's provision of a hierarchy of transportation services targeted at residential clusters is supportive of the "selective communities" development pattern recommended in Highlights: Tompkins County Comprehensive Plan (8/75, p.20). Multi-modal transportation services for Tompkins County is documented in the Interm Countywide Public Transportation Service Plan, 2/81.

## V. OTHER SUPPORTING DOCUMENTATION

### A. REQUIRED

1. The project application must include a reasonable assurance by authorized officials from each source for all non-federal funds identified on the ARC form. Such statements should state the amount of funds and the fact that said funds are for the subject project.

- (1) Tompkins County Board of Representatives, Resolution No. 71.
- (2) Cornell University, Letter of Assurance
- (3) Town of Ithaca, Letter of Assurance
- (4) Village of Lansing, Letter of Assurance

2. Attach a map which clearly relates the proposed facility to other similar facilities in the area, as well as to the major transportation network of the area.

See Interm County-wide Transportation Service Plan for maps of existing transit systems and common carriers, pp. 19-24.

See Part IV Program Narrative for maps of proposed services, maps 1-8.

3. Attached project application.

4. A-95 Clearance

New York State Planning and Development Clearinghouse Center, 7/24/80.

Southern Tier East Regional Planning and Development Board, 9/22/80.

5. Attach endorsement of project by the appropriate comprehensive health planning council ....

Not applicable.

### B. OPTIONAL

1. TOMTRAN Working Paper No. 1: School Bus Utilization Program: Community College Student Transportation.
2. TOMTRAN Working Paper No.2: Designing Rural Transit Routes with IGTDS.
3. Interm County-wide Transportation Service Plan.
4. TOMTRAN Contingency Plan.

Resolution No. 71 - AUTHORIZING SUBMISSION OF FORMAL APPLICATION TO ARC FOR TRANSPORTATION SERVICE PROGRAM - TOMTRAN

Moved by Mr. Freeman, seconded by Mr. Tillapaugh.

WHEREAS, Resolution No. 152 of June 9, 1980, did authorize the County Section 18 Transportation Service Coordinator to apply to the Appalachian Regional Commission for funding assistance for a demonstration rural transportation service program called TOMTRAN, and

WHEREAS, based upon that pre-application the County has been invited to submit a formal application for a funding grant, and

WHEREAS, a revised program plan to accompany the formal application has been reviewed by the Planning and Public Works Committee, now therefore be it

RESOLVED, on recommendation of the Ithaca-Tompkins County Transportation Commission and the Planning and Public Works Committee, That this Board does agree to serve as the applicant and the lead agency to administer the program on behalf of the participating municipalities and institutions in Tompkins County,

RESOLVED, further, That the Acting Chairman of the Board of Representatives be and he is hereby authorized to execute and submit the formal application on behalf of the County and that Frank Liguori, the County Section 18 Transportation Service Coordinator, is hereby designated as the administrative officer for the grant program,

RESOLVED, further, That the County Administrator, John J. Murphy, is designated as the fiscal officer for the grant program,

RESOLVED, further, That the Board does acknowledge that there will be a local share estimated at \$89,000 as outlined in the proposed budget and will make such arrangements for the local share as may be necessary with the understanding that the Board reserves the right to amend the program based

upon the actual grant offers and such other factors as may be pertinent.  
STATE OF NEW YORK }  
COUNTY OF TOMPKINS } SS: \* \* \* \* \*

Ayes - 12  
Noes - 0  
Excused - 2  
Absent - 1

I hereby certify that the foregoing is a true and correct transcript of a resolution adopted by the Tompkins County Board of Representatives on the 23rd day of March, 1981.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the said Board at Ithaca, New York, this 24th day of March, 1981.

*Phyllis B. Lowell*, Clerk  
Tompkins County Board of Representatives



CORNELL UNIVERSITY  
Ithaca, New York 14850

TRANSPORTATION SERVICES  
Office of the Director

March 27, 1981

Frank R. Liquori  
Commissioner of Planning  
Tompkins County Department  
of Planning  
128 East Buffalo Street  
Ithaca, New York 14850

Dear Frank:

As you know, Cornell University has provided support for the North-East Transit and East Ithaca Transit demonstration suburban transit programs which will be consolidated and expanded in the proposed TOMTRAN Project. The level of support for suburban transit provided by Cornell during our current fiscal year is a maximum subsidy of \$31,000.

The level of service provided by TOMTRAN will be improved substantially if Appalachian Regional Commission funding is forthcoming. Cornell University will support such improvements and is willing to continue the current level of financial support of suburban transit.

Sincerely,

A handwritten signature in black ink, appearing to read "W. E. Wendt", written in a cursive style.

William E. Wendt  
Director of Transportation Services

Cc: W. D. Gurowitz,  
V. P. Campus Affairs

# TOWN OF ITHACA

126 EAST SENECA STREET  
ITHACA, NEW YORK  
14850

March 26, 1981

Mr. Frank R. Liguori  
Commissioner of Planning  
Tompkins County Department of Planning  
128 East Buffalo Street  
Ithaca, NY 14850

Dear Frank:

As you know, the Town of Ithaca has provided support for the Northeast Transit and East Ithaca Transit demonstration suburban transit programs which will be consolidated and expanded in the proposed TOMTRAN Project. The level of support for suburban transit provided by the Town during our current fiscal year is a maximum subsidy of \$15,000.

The level of service provided by TOMTRAN will be improved substantially if Appalachian Regional Commission funding is forthcoming. The Town of Ithaca will support such improvements and is willing to continue financial support of suburban transit.

Very truly yours

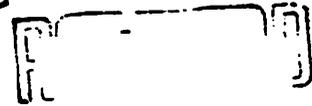


Noel Desch  
Supervisor

ND/nf

# VILLAGE OF LANSING

2405 NORTH TRIPHAMMER ROAD  
ITHACA, NEW YORK 14850



OFFICE HOURS  
MON.-WED.-FRI.-SAT.  
9-1

TELEPHONE  
257-0424

MAR 30 1981

March 26, 1981

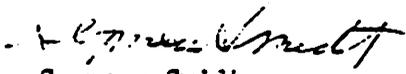
Frank R. Liguori  
Commissioner of Planning  
Tompkins County Department of Planning  
128 E. Buffalo Street  
Ithaca, New York 14850

Dear Frank:

As you know, the Village of Lansing has provided support for the Northeast Transit demonstration suburban transit program which will be consolidated and expanded in the proposed TOMTRAN project. The level of support for suburban transit provided by our Village during our current fiscal year is a maximum subsidy of \$7,000.

The level of service provided by TOMTRAN will be improved substantially if Appalachian Regional Commission funding is forthcoming. The Village of Lansing will support such improvements and is willing to continue financial support of suburban transit.

Sincerely,

  
Seymour Smidt  
Mayor

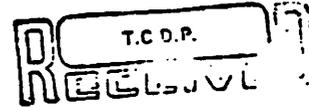
SS/ss

NEW YORK STATE PLANNING AND DEVELOPMENT CLEARINGHOUSE  
DIVISION OF THE BUDGET, STATE CAPITOL, ALBANY, NEW YORK 12224 (518) 474-1605

SAI# 31090-Tompkins Co. Trans. Serv. Proj.  
(TOMTRAN) Tompkins Co.

JUL 24 1980

Frank Liguori  
County of Tompkins  
Transportation Services Coordinator  
128 East Buffalo Street  
Ithaca, NY 14850



JUL 28 1980

Dear Applicant:

The project notification indicated above has been referred to and reviewed by State agencies through the A-95 State Clearinghouse process.

Since no agencies have informed us of possible conflicts or problems with the project as described, State Clearinghouse review is complete. Comments, if any, which were submitted by reviewing agencies to assist you in implementing the project, are attached. We want to remind you that similar clearance is required from the appropriate Areawide Clearinghouse for the area in which the project is located. If there is substantial change in the nature of the project, revised notification should be submitted to the clearinghouses for review.

This letter should be submitted with your application to the Federal government as evidence that you have complied with the requirements of the State Clearinghouse Project Notification and Review System.

Attached are copies of the current form which must be submitted to the State Clearinghouse the next time an A-95 review is required for a new grant application from your agency.

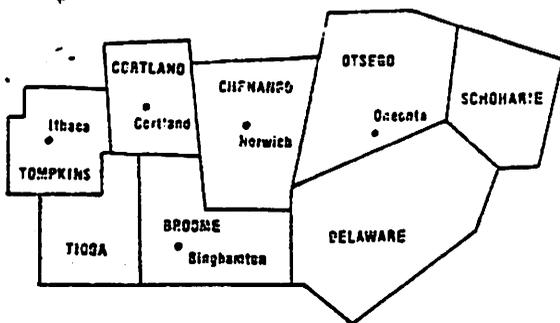
Sincerely,

A handwritten signature in dark ink, appearing to read "Thomas J. McDonald".

Thomas J. McDonald  
State Clearinghouse  
Administrator

TJM:lam

Att: *Copy to STE*



# Southern Tier East Regional Planning Development Board

84 COURT STREET  
BINGHAMTON, N.Y. 13901  
Phone (607) 724-1327

SEP 28 1980

ROBERT A. AUGENSTERN, DIRECTOR  
WILLIAM MCGRATH, DEPUTY DIRECTOR

Frank Liguori, Trans/Serv. Coord.  
County of Tompkins  
128 East Buffalo St.  
Ithaca, NY 14850

File Reference No. 80-248  
Date Received 6/17/80  
Project Title Transportation Services

DATE: September 22, 1980  
SUBJECT: Certification of A-95 Review

This is to certify that the above cited proposal was reviewed by the Southern Tier East Regional Planning Development Board, The Areawide Clearinghouse for the Counties of Broome, Chenango, Delaware, Otsego, Tioga, and Tompkins, in accordance with procedures set forth in FEDERAL OFFICE OF MANAGEMENT AND BUDGET CIRCULAR A-95.

This certification, without comment, is made pursuant to the "Manual For A-95 Project Notification and Review System within the Southern Tier East Region of New York State."

If this review is of a pre-application and a full application is filed subsequently with the federal or state sponsor, then a copy of the full application shall be submitted to this office.

This office shall also be notified of any: a) changes in project location, major activities, or sponsors; b) any substantive change in budget, to include changes in budget lines; or c) changes in funding agency.

This agency would appreciate you informing us of action taken by the funding agency. This certification shall be included in your application as evidence of A-95 review. If your application has already been submitted, then you must forward this certification to the federal agency.

Sincerely,

ROBERT AUGENSTERN  
Director

Form A-95 E  
8/29/79  
ad

xc:

SELF-SUFFICIENCY PLAN  
MULTI-YEAR PROJECTS\*

TOMTRAN PROJECT  
TOMPKINS COUNTY, N.Y.  
8-19-81

INSTRUCTIONS: The attached projected budgets, forms and the assurance statement below are to be completed and submitted with the formal grant application.

ASSURANCE STATEMENT:

The sponsoring agency understands that the maximum eligibility for Appalachian Regional Development grant assistance is limited to a funding period of thirty-six months commencing with the starting date of the initial grant. It is understood that the State of New York and the Appalachian Regional Commission are not obligated by the approval of one grant, to approve subsequent grants for continuation of the project. It is also understood that ARC funds are intended to cover project deficits and that savings resulting from project underruns or because of the availability of additional funding from other sources must be used to reduce the ARC share.

SIGNED

*Harris B. Dates*  
Responsible Sponsor  
Representative

Harris B. Dates Chairman, Board of Reps.

\*Multi-Year Projects include all projects which expect to submit future applications for continuation funding. Phased construction or equipment projects are not included.

FORM  
8-19-81

Revised 4/80

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## PROJECT RESOURCE REQUIREMENTS

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### LONG TERM FUNDING PROSPECTS

---

Describe below the probable sources and relative amounts of long term financial support (federal, state, local grants, contracts, private fees, insurance or other forms of private or public support) of which the project grantee is aware and expects to rely upon for support beyond ARC support period. Explain whether any changes are needed in legislation or regulations in order to secure funding from long term sources.

TOMTRAN should be able to receive the financial support needed for continuation beyond the three-year funding period associated with ARC. Support will be possible because of increased fares for transit operations, small increases in local subsidies, if needed, and increased subsidies from the New York State Transit Operating Assistance Program (STOA) and federal funding such as Section 18. If necessary, services that cannot be demonstrated to be cost-effective will be curtailed or eliminated. Unless there are major discontinuities in the funds available within New York State and from federal sources, maintenance of a viable transportation services within Tompkins County as proposed in TOMTRAN should be no problem. If major cut-backs occur, then efforts will be made to maintain those TOMTRAN programs that produce the most benefits and generate sufficient local support.

Has project been supported by other funding sources which have now run out? If so, define sources and amount of prior support.

TOMTRAN has not been supported by any funding source that is no longer available. Indeed, local support for the programs proposed by TOMTRAN has increased within the past year.

Has project applied for and been rejected by another funding source? If so, cite source below.

None of the programs proposed within TOMTRAN have ever been included in an application for funding prior to this ARC application.

**C. PROJECT RESOURCE REQUIREMENTS**

**3. PROJECTED COST AND REVENUE FOR SUBSEQUENT YEARS**

**CONTINUATION GRANT YEAR 81**

| Expected Total Cost | Expected Total Fees |           | Deficit   | ARC Grant | Other Expected Revenue     |           |
|---------------------|---------------------|-----------|-----------|-----------|----------------------------|-----------|
|                     | Source              | Amount    |           |           | Source                     | Amount    |
| <u>Capital</u>      |                     |           |           |           | Local Cash                 | \$29,915  |
| \$295,250           |                     |           | \$295,250 | \$168,320 | Local Inkind               | \$3,600   |
|                     |                     |           |           |           | Other federal (Section 18) | \$65,000  |
|                     |                     |           |           |           | NYS DOT Match              | \$28,415  |
| <u>Operating</u>    | Revenue             | \$124,515 | \$438,910 | \$111,680 | Local Cash                 | \$148,000 |
| \$563,425           |                     |           |           |           | Local Inkind               | \$105,350 |
|                     |                     |           |           |           | State TOA                  | \$47,000  |
|                     |                     |           |           |           | Other federal (Section 18) | \$26,880  |

**CONTINUATION GRANT YEAR 82**

| Expected Total Cost | Expected Total Fees |           | Deficit   | ARC Grant | Other Expected Revenue     |           |
|---------------------|---------------------|-----------|-----------|-----------|----------------------------|-----------|
|                     | Source              | Amount    |           |           | Source                     | Amount    |
|                     |                     |           |           |           | Local Cash                 | \$164,590 |
|                     |                     |           | \$392,590 | 0         | Local Inkind               | \$128,000 |
| <u>Operating</u>    | Revenue             | \$152,000 |           |           | State TOA                  | \$60,000  |
| \$544,590           |                     |           |           |           | Other federal (Section 18) | \$40,000  |

C. PROJECT RESOURCE REQUIREMENTS

3. PROJECTED COST AND REVENUE FOR SUBSEQUENT YEARS

CONTINUATION GRANT YEAR 83

| Expected Total Cost           | Expected Total Fees |           | Deficit   | ARC Grant | Other Expected Revenue  |  |
|-------------------------------|---------------------|-----------|-----------|-----------|---|--|
|                               | Source              | Amount    |           |           | Source  | Amount   |
| <u>Operating</u><br>\$590,220 | Revenue             | \$180,000 | \$410,220 | 0         | Local Cash<br>Local Inkind<br>State TOA<br>Other federal (Section 18) | \$152,620<br>\$137,600<br>\$70,000<br>\$50,000 |

## PROJECT RESOURCE REQUIREMENTS

### B. Projects COST AND REVENUE FOR SUBSEQUENT YEARS

Space is provided for projecting the total cost and revenues for up to three more years. Projects need not break out their estimates by service--only by sources of financial support. "Expected Total Fees" refers to financial sources that reimburse on a "fee-for-service" basis. Such sources may be private-pay, contracts, insurance, etc. The key determinant is that reimbursement is according to a set "fee-for-service" schedule. Other sources, characteristically grants from private or public institutions, should be reported under "Other Expected Revenue". It is expected that the "Deficit" will be financed by a combination of ARC and "Other Expected Revenue" sources. Complete one "budget" for each year for which ARC funding is to be requested plus one additional year.

### C. COST ADJUSTMENT EXPLANATION

Explain any significant increases in the total yearly budget levels expected during future years. Explain any anticipated reductions in budget levels during the same period. Also indicate if major shifts from one major project activity to another are expected to occur and explain.

No significant increases in operating costs are expected for TOMTRAN programs in the near future. Those that are likely may be absorbed by increased revenues and local support as needed.

The next four years will be a critical period for transportation services nationwide. In addition to a normal level of uncertainty, the prospect of major reductions in federal subsidies will have a significant impact on small transit systems. Innovative funding at the State level may offer a necessary cushion.

The potential level of support of the New York State Gross Receipts Tax (on oil company sales) is unrealized at this time. This funding source, in addition to the NYS Transit Operating Assistance, will constitute the bulk of non-local support to rural transit systems in the near future.

The TOMTRAN Project offers a flexible approach to adapting to local and national circumstances. After clearing the capital equipment obstacle, with ARC funding, an appropriate level of transit service can be maintained with a significant share of local support. The willingness of local participants to support transit has been documented in the formation of the Northeast Transit and East Ithaca Transit Systems.

The other component programs of TOMTRAN offer a low cost alternative in the rural transportation mix. They will be necessary in order to target an appropriate level of services to specific submarkets. This strategy will continue after ARC funding.



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## 1. OBJECTIVES AND NEED FOR ASSISTANCE

### 1.a. THE PROBLEM

Within the largely rural region that surrounds the City of Ithaca and which extends well beyond the boundaries of Tompkins County, there exist few alternatives to the automobile as a mode of travel. Thus, accessibility for those without access to an automobile is severely circumscribed. Moreover, automobile travel accounts for a large portion of the consumption of oil. As automobile ownership continues to become increasingly expensive and energy supplies continue to be threatened, the absence of viable transportation alternatives possesses considerable potential for damage to the welfare of the region's population and its economy.

The Ithaca-Tompkins County Transportation Commission was established in August 1976 in response to the public's recognition of this significant problem. It was created by the Tompkins County Board of Representatives "to prepare a comprehensive multi-modal transportation plan for Tompkins County, to promote coordination of transportation planning and programming, and to provide a vehicle to promote the facilitation of appropriate transportation projects."\* The commission's mission was endorsed by all municipalities within the County.

---

\*"Agreement to participate in the Ithaca-Tompkins County Transportation Commission," August 3, 1976, p.1.

Other agencies and organizations within Tompkins County also have identified the necessity for expanded transportation services in their needs assessment studies. The Tompkins County Office for the Aging, the Tompkins County Economic Opportunity Corporation, the Human Services Coalition, and the United Way each have defined transportation as a high priority for their respective target populations. The Industrial Satisfaction Survey of local employers also has identified transportation as a critical issue.

Transportation needs within Tompkins County and the multi-county Tompkins County Economic Region have been thoroughly documented within the Interim County-wide Public Transportation Service Plan (see Part V). Briefly, these may be summarized as follows:

- (1) Of the 87,000 residents within Tompkins County, about 55,000 have no access to public transportation of any kind. Population growth has been greatest in areas with little or no service.
- (2) About 20 percent of the County's residents are "transportation disadvantaged," being elderly, disabled, or poor. Low income populations, in particular, tend to reside in rural areas with no transportation services.
- (3) Over 25 percent of the County's population attends college. Improved access to Cornell (16,000+ students) and Ithaca College (4,500+ students) could help alleviate a housing shortage within the Ithaca urban area. Improved transportation to Tompkins-Cortland Community College (TC3) (3,200 students) would help TC3 satisfy its mission.
- (4) Many employees within Tompkins County commute long distances to work from areas with little access to public transportation. Money spent on transportation has grown disproportionately to other components of the household budget, reducing the real disposable income of the region's population, particularly rural residents.
- (5) Employers within Tompkins County and neighboring counties draw from a multi-county labor pool. High transportation costs associated with poor access to public transportation constricts the supply of available labor. Access to an expanded labor pool may become an important factor in maintaining and expanding employment within the entire Tompkins County Economic Region.
- (6) Increased commutation to, from, and through the Ithaca urban area has created considerable pressure upon the County's road system. Traffic funneling into the downtown area during peak periods produces congestion, noise, dangerous conditions, and even pollution within Ithaca, a city that

has striven actively to create a vital and attractive urban core for the region. These traffic conditions are neither compatible with the city's objectives nor do they contribute to safety and health. By providing attractive transportation alternatives to the single occupant private auto, these effects may be reduced.

- (7) So long as no comprehensive program exists to provide transportation services for residents within Tompkins County and the broader economic region surrounding it, no contingency plan for emergency transportation in the event of a severe fuel crisis can be readily implemented.

The seriousness of such needs as those described above will depend upon the very volatile prospects related to energy within the United States. As the costs and availability of fuel become increasingly problematical, the need for improved transportation services will continue to grow and may perhaps eventually reach crisis proportions.

1.b. INTRODUCTION TO TOMTRAN

The Tompkins County Transportation Service's Project, TOMTRAN, represents a multi-faceted approach to solving the problems of transportation within rural areas such as Tompkins County. The TOMTRAN idea embodies considerable public discussion, research, and planning activity, some of which was initiated as early as 1973.\* This specific proposal, however, has been developed in response to increased local concern for the problems of rural transportation that followed the dramatic energy crisis of 1979. The Ithaca-Tompkins County Transportation Commission and its Planning Committee, together representing all municipalities within Tompkins County and most of its major employers, institutions, organizations, and transit operators, have been involved on a regular basis during TOMTRAN's development. Their meetings have been open to the public and have generated considerable and widespread interest in TOMTRAN. The process leading up to this application is briefly summarized by EXHIBIT 1.

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\*Arnim H. Meyburg et al., Mass Transit Development for Small Urban Areas: A Case Study - Tompkins County, New York, Second Final Report, DOT-TST-77-29 (Washington: U.S. Department of Transportation), November 1976.

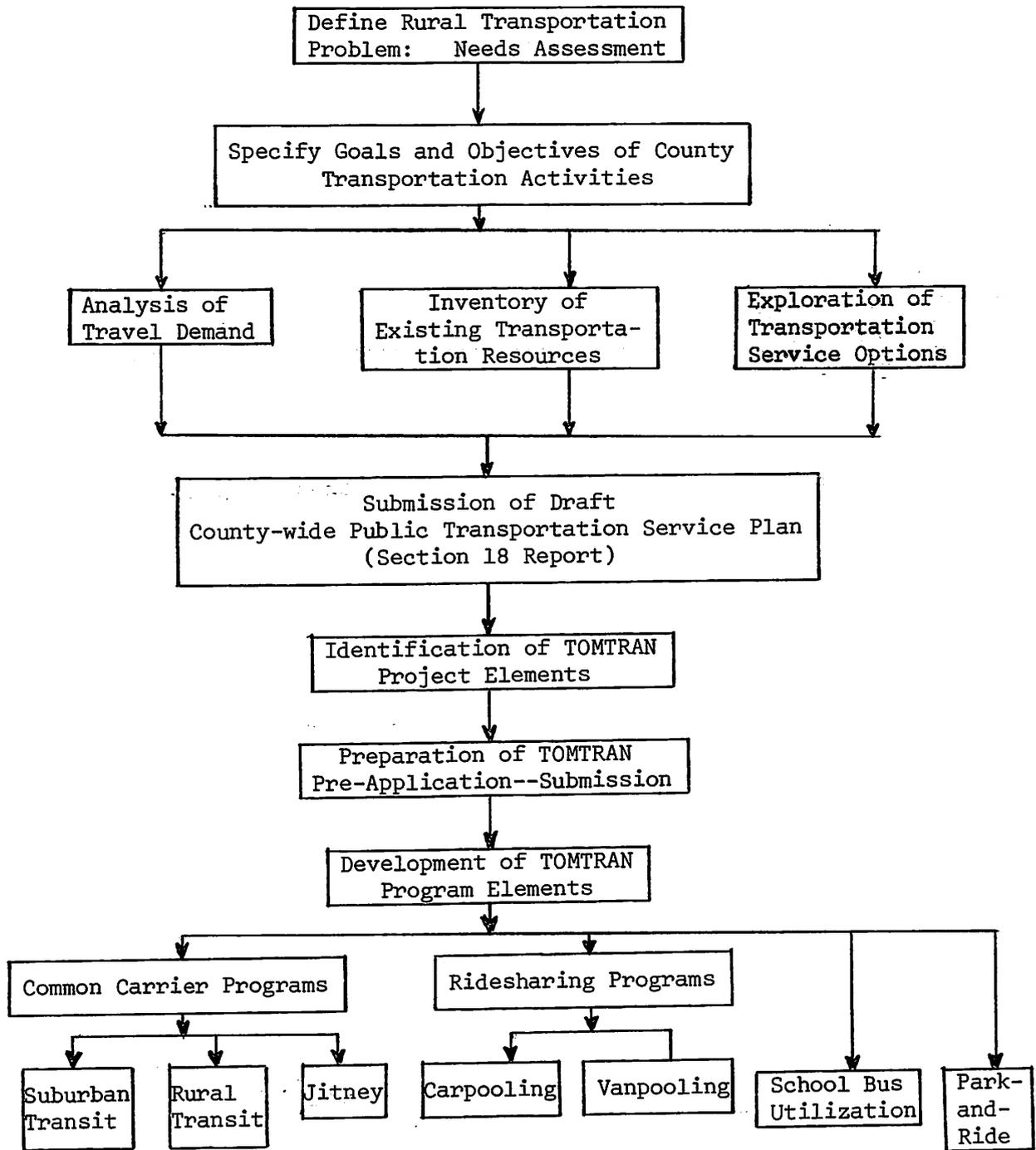


EXHIBIT 1

DEVELOPMENT OF TOMTRAN

CONFIDENTIAL  
PROPERTY OF THE UNITED STATES GOVERNMENT

PROPERTY OF THE UNITED STATES GOVERNMENT  
CONFIDENTIAL

#### 1.c. TOMTRAN GOALS

The broad goals of TOMTRAN that have guided its development are as follows:

- (1) To encourage efficient, economical, safe and equitable movement of people and goods within Tompkins County.
- (2) To conserve energy.
- (3) To maximize the development of local transportation services.
- (4) To provide for a transportation emergency resulting from a severe fuel shortage.
- (5) To demonstrate viable approaches to satisfying rural transportation needs.
- (6) To complement the selective communities pattern of land use development as detailed in the Tompkins County Comprehensive Plan.

#### 1.d. TOMTRAN OBJECTIVES

- (1) To improve accessibility to the Ithaca Urban Area for the labor force living in rural areas throughout the Tompkins County economic region.
- (2) To improve accessibility to Cornell University, Ithaca College and Tompkins-Cortland Community College for students, employees and the general public.
- (3) To improve accessibility to commercial, recreational and cultural activities for residents of Tompkins County.
- (4) To encourage and coordinate private sector participation in providing transportation services.
- (5) To coordinate programs with present providers of transportation services to special populations including the elderly and handicapped.
- (6) To target services to maximize market penetration.
- (7) To improve transfer accessibility between transportation modes in Tompkins County.
- (8) To coordinate transportation services with neighboring counties.
- (9) To coordinate promotion of transportation services in Tompkins County.
- (10) To serve residential and commercial clusters in Tompkins County.
- (11) To plan for self-sufficiency in continuing transportation services.
- (12) To reduce traffic volumes during peak hour periods.

(13) To improve efficient use of existing capital resources.

(14) To identify parameters for planning rural transportation services including:

- The provision of suburban transit service in a small urban area.
- The provision of fixed route, public transit in rural areas along select corridors of major traffic generators.
- The extension of carpool oriented ridesharing services to all commuters to and from Tompkins County.
- The promotion of vanpooling as an efficient mode of commutation within rural areas.
- The demonstration of strategies of using school bus fleets as part of a comprehensive system of publically sponsored transportation service.
- The establishment of jitney services to provide transportation service to rural areas which cannot support a conventional, fixed-route service.
- The demonstration of the value of providing park-and-ride lots as a coordinating component of rural transportation.

1.e. TOMTRAN PROGRAMS AND ELEMENTS

TOMTRAN attempts to meet these goals and objectives by providing a broad range of transportation services as alternatives to single-passenger automobile travel. Each transportation option is designed to satisfy travel demand within a different submarket. Together, the alternative services included in TOMTRAN represent a comprehensive approach to rural transportation. The project is designed to pass on the benefits of the experience and knowledge acquired during the demonstration period to other rural areas with similar travel problems.

TOMTRAN includes the following elements:

- (1) Fixed-route transit service where sufficient demand is demonstrated.
- (2) Jitney services to provide commuter and general community services will be promoted and coordinated.
- (3) Continuation and increased promotion and coordination of a recently initiated Carpool Ridesharing Program.
- (4) Vanpooling utilizing leasing services with selected incentives will be promoted and coordinated.
- (5) Utilization of public school buses to transport community college students.
- (6) Continuation and increased promotion and coordination of park-and-ride lots strategically located throughout the County.
- (7) Increase support for the County Planning Department staff to provide coordination, management, marketing, promotion, and other services. Coordination with the existing Ithaca Transit Service (fixed-route service in the City), the Gadabout Program (demand-responsive service) serving the elderly and handicapped, and neighboring County programs is a central element of the Project.
- (8) As part of the on-going evaluation process, the County Section 18 Coordinator (Commissioner of Planning) will prepare plans and recommendations to the County for self-sufficiency in continuing appropriate programs, including a County-wide management-coordination structure.

1.f. NEED FOR ASSISTANCE

Despite the obvious need for improved rural transportation services, the local fiscal base is inadequate to support a significant demonstration of comprehensive models such as TOMTRAN. Very little of TOMTRAN could realistically be funded locally until tangible benefits have been demonstrated. Similar programs within urban areas are eligible to apply for funding through UMTA. However, neither Tompkins County nor the City of Ithaca are eligible for UMTA funding programs. Instead, a relatively small amount is allocated to Tompkins County to help support all of its transportation programs through the Section 18 Program. This amount is insufficient for the needs of Ithaca Transit, yet alone the services included in TOMTRAN. Hence, this application is being submitted to the Appalachian Regional Commission under its Rural Transportation Program. Funding of TOMTRAN will not only permit a comprehensive, innovative approach to satisfying rural transportation needs, but will also permit Ithaca Transit, not included directly in TOMTRAN, to receive the support that it needs from the Section 18 Program.

## 2. RESULTS OR BENEFITS EXPECTED

### 2.a. GEOGRAPHIC IMPACT

The TOMTRAN Project will improve transportation services throughout the Tompkins County Economic Region, including Tioga, Schuyler, Seneca, Cortland, and Cayuga Counties. The 1970 census revealed that 5,300 employees commuted into Tompkins County from as far away as Rochester, Syracuse, and Pennsylvania. Another 1,800 Tompkins County residents commuted to work outside of the County. Overall, over 15 percent of the Tompkins County labor force in 1970 resided elsewhere. This suggests that there may be more than 6,000 in-commuters to Tompkins County and 2,000 out-commuters in 1980. For a county the size of Tompkins County this is a significant indication of economic interdependence.

The proportions of the resident labor forces (1970) of neighboring counties commuting to Tompkins County was particularly large for Schuyler (13.0%), Tioga (9.6%), Seneca (4.9%), and Cortland (4.6%) Counties. These long-distance commuters stand to benefit the most from TOMTRAN, particularly from its car-pool, vanpool, and park-and-ride programs. Because of the great potential savings for long-distance commuters from surrounding counties, participation rates for their residents are expected to be high. This has already been demonstrated by the ridesharing activities promoted at Cornell University, where long distance carpooling has increased dramatically relative to shorter distance commutation. Several groups in neighboring counties have requested help in expanding existing carpools to vanpools or in establishing some other form of public transportation service.

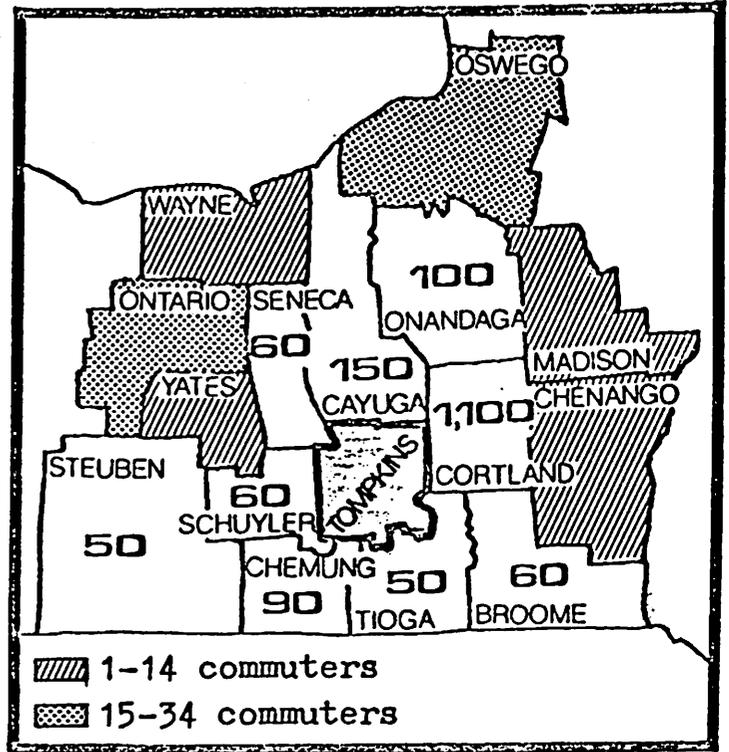
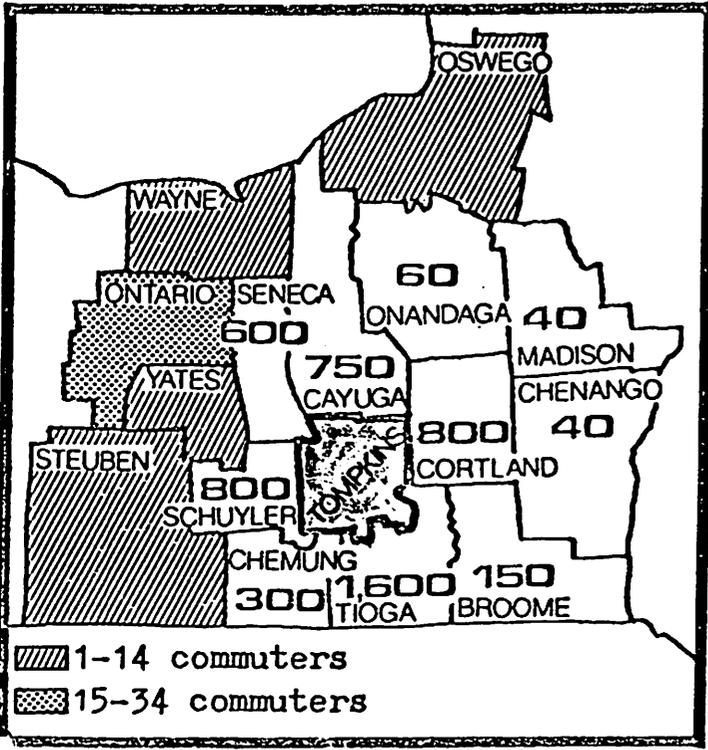
Conversely, it is those Tompkins County residents commuting to other counties that stand to benefit the most from the ridesharing programs of TOMTRAN. These benefits will accrue not only to those individuals, but will help strengthen the ability of the recipient counties to continue to draw from the highly skilled labor force residing within Tompkins County.

The major impact of the other TOMTRAN programs will be more local. Nonetheless, participation of non-residents in these other programs is expected, but at lower levels. For example, the school bus program is being coordinated with Cortland, Seneca, Tioga, and Schuyler Counties. There are 1500 students plus several hundred employees at Tompkins Cortland Community College that would potentially benefit from this program. The transit and jitney programs generally will have only local impacts unless their scopes are expanded.

The description map, and tables that follow indicate the geographic impact of TOMTRAN. It is neither intended nor expected that its impact will be confined to Tompkins County.

COMMUTERS INTO TOMPKINS COUNTY

COMMUTERS FROM TOMPKINS COUNTY



Tompkins County attracts better than three commuters from neighboring counties for each one it loses. Cornell University, Borg-Warner and National Cash Register, all large employers, are located in Ithaca and help to make that city a major center of employment for the surrounding area. Tioga County, the largest contributor, sends some 1,600 workers into Tompkins County daily, and Cortland, Schuyler and Cayuga together provide another 2,400. The vast majority of those leaving Tompkins County for employment work in Cortland County.

|   |        |
|---|--------|
| Total employed in Tompkins County.....        | 34,900 |
| Residents.....                                | 29,600 |
| Commuters.....                                | 5,300  |
| Total employed Tompkins County residents..... | 31,400 |
| Working in Tompkins County.....               | 29,600 |
| Commuting out of Tompkins County.....         | 1,800  |

Source: N.Y.S. Dept. of Commerce, Research Bulletin No. 40, July 1975.

TABLE NO. 1  
 COMMUTATION BETWEEN TOMPKINS COUNTY  
 AND OTHER COUNTIES (1970)

| County        | Commuters<br>from TC<br>(1970) | % of<br>employed<br>residents<br>of TC | Commuters<br>to TC<br>(1970) | Employed<br>residents<br>of county<br>(1970) | % of<br>employed<br>residents<br>of county |
|---------------|--------------------------------|--|------------------------------|--|--|
| Tioga         | 50                             | 0.2                                    | 1,600                        | 16,738                                       | 9.6  |
| Cortland      | 1,100                          | 3.5                                    | 800                          | 17,558                                       | 4.6  |
| Seneca        | 60                             | 0.2                                    | 600                          | 12,247                                       | 4.9  |
| Schuyler      | 60                             | 0.2                                    | 800                          | 6,135  | 13.0                                       |
| Chemung       | 90                             | 0.3                                    | 300                          | 37,470                                       | 0.8  |
| Broome        | 60                             | 0.2                                    | 150                          | 87,044                                       | 0.2  |
| Cayuga        | 150                            | 0.5                                    | 750                          | 28,357                                       | 2.6  |
| Onondaga      | 100                            | 0.3                                    | 60                           | 184,533                                      | 0.0  |
| Chenango      | 10                             | 0.0                                    | 40                           | 17,412                                       | 0.2  |
| Madison       | 10                             | 0.0                                    | 40                           | 22,537                                       | 0.2  |
| Steuben       | 50                             | 0.2                                    | 10                           | 36,595                                       | 0.0  |
| Yates         | 10                             | 0.0                                    | 10                           | 7,419  | 0.1  |
| Wayne         | 5                              | 0.0                                    | 10                           | 29,249                                       | 0.0  |
| Ontario       | 25                             | 0.1                                    | 30                           | 30,275                                       | 0.1  |
| Oswego        | 15                             | 0.1                                    | 10                           | 33,919                                       | 0.0  |
| Others        | 5                              |  | 90                           |  |  |
| <b>TOTALS</b> | <b>1,800</b>                   | <b>5.7</b>                             | <b>5,300</b>                 |  |  |

The number of employed residents of Tompkins County has increased from the estimate of 31,400 in 1970 to over 35,000 in 1980.

It is estimated that commutation has increased during this period both to and from Tompkins County. A reasonable estimate is about 2,000 commuters from Tompkins County and about 6,000 commuters to Tompkins County daily in 1980.

In 1970, 15.2% of the persons employed within Tompkins County resided elsewhere. Growth in employment within the County suggests that this proportion may be even higher in 1980.

In 1970, 5.7% of the employed residents of Tompkins County were employed elsewhere. Although relatively small, these are highly skilled persons critical to the economies of surrounding counties.

TABLE NO. 2

## TOMTRAN PROGRAM IMPACT ANALYSIS

| County   | Program |         |             |                     |         |               |
|----------|---------|---------|-------------|---------------------|---------|---------------|
|          | Carpool | Vanpool | Park & Ride | Fixed Route Transit | Jitneys | School Busses |
| Tompkins | ++      | ++      | ++          | ++                  | ++      | +             |
| Tioga    | ++      | ++      | +           | ?                   | ?       | +             |
| Cortland | +       | +       | +           | +                   | +       | +             |
| Schuyler | ++      | ++      | +           | ?                   | ?       | +             |
| Seneca   | +       | +       | +           | ?                   | ?       | +             |
| Cayuga   | +       | +       | +           | ?                   | ?       | 0             |
| Others   | +       | +       | ?           | 0                   | 0       | 0             |

NOTE: The impacts shown are subjective and relative. The following symbols have been used:

- ++ Strong benefits for county's residents and economy.
- + Some benefits for county's residents and economy.
- 0 Little or no benefits for county's residents and economy.
- ? Unknown benefits for county's residents and economy.

Impacts are based upon a preliminary evaluation of expected levels of participation of residents within each of the designated counties and commuters to those counties from Tompkins County. Counties such as Tioga and Schuyler depend greatly upon employment opportunities within Tompkins County and the potential for ridesharing is great. The strong economic ties of Tompkins County and other counties will result in expanded labor markets for all as a result of improved access, particularly as a result of ridesharing activities.

## 2. b. BENEFICIARIES OF TOMTRAN

TOMTRAN will benefit the following groups:

- (1) Residents of Tompkins County.
- (2) Residents of neighboring counties employed within Tompkins County.
- (3) Residents of neighboring counties using services or shopping within Tompkins County.
- (4) Employers within the Tompkins County Economic Region (TCER), including Tompkins County and neighboring counties.
- (5) Merchants within the Ithaca-Tompkins County market area.

## 2. c. BENEFITS OF TOMTRAN

The actual benefits of the services included within TOMTRAN may be divided into those that are associated with the Project as a whole and others that are more closely associated with particular programs.

## BENEFITS OF TOTAL PROJECT

The following benefits will be produced by the TOMTRAN Project when viewed as an entity.

- (1) Increased accessibility for transit-dependent populations.
- (2) Reduced transportation costs and increased disposable income for residents of the Tompkins County Economic Region.
- (3) Expanded labor pool for employers within the region.
- (4) Expanded market potential for area merchants.
- (5) Reduction in energy consumption.
- (6) Reduction in traffic congestion.
- (7) Safeguard against energy emergencies and shortages.
- (8) Improved coordination with neighboring counties.

## SPECIFIC PROGRAM BENEFITS

Benefits also will be associated by each of the TOMTRAN Programs. These are described below.

### SUBURBAN TRANSIT PROGRAM

- (1) Reduced traffic within the Ithaca Urban Area, possibly reducing road maintenance costs and increasing safety.
- (2) Reinforcement of relatively concentrated development patterns.
- (3) Demonstration of viability of transit within suburban areas of small urban regions.

### RURAL TRANSIT PROGRAM

- (1) Demonstration of viability of transit in an urban-centered rural region where unique traffic generation patterns and institutional support exist.
- (2) Improved accessibility to Tompkins-Cortland Community College.
- (3) Increased mobility for rural residents.

### JITNEY PROGRAM

- (1) Demonstration of viability of jitney programs.
- (2) Provision of "common-carrier" services to areas that otherwise would not be able to support transit: villages, hamlets, and isolated traffic generators.
- (3) Provision of "common-carrier" services in situations that otherwise would not be able to support transit: nighttime and weekends.
- (4) Stimulation of local entrepreneurial activity.

### CARPPOOL AND VANPOOL PROGRAMS

- (1) Increased potential for cost-efficient carpooling and vanpooling through expanded promotion, coordination, and planning.
- (2) Increased utilization of already existing capital equipment (autos, etc.).
- (3) Increased effectiveness of transportation activities of local employers.
- (4) Reduction of legal and institutional obstacles to ridesharing.

#### SCHOOL BUS UTILIZATION PROGRAM

- (1) Increased efficiency of school bus fleets.
- (2) Reduction of obstacles of using school buses to transport the general public.
- (3) Reduction of travel costs for community college students.
- (4) Improved accessibility to educational programs throughout the region.

#### PARK-AND-RIDE PROGRAM

- (1) Heightened visibility for ridesharing and other alternatives to single-occupant auto travel.
- (2) Increased coordination with transportation programs within neighboring counties.
- (3) Increased awareness of options available to the public and their advantages.

#### COORDINATION AND MARKETING

- (1) Increased organizational efficiency of local transit and paratransit operations.
- (2) Increased coordination with transportation programs within neighboring counties.
- (3) Increased awareness of options available to the public and their advantages.

#### PLANNING, EVALUATION, AND MARKETING

- ✓ (1) Improved capacity for continuous adjustment as needed.
- (2) Increased likelihood for self-sufficiency.
- (3) Increased potential for review and replication elsewhere.

### 3. APPROACH

TOMTRAN has not been developed in a vacuum, but rather has evolved from several ongoing activities within Tompkins County. Indeed, TOMTRAN represents almost two years of effort by the Tompkins County Department of Planning (TCDP) with consultation and advice from the Ithaca-Tompkins County Transportation Commission. The preapplication for Appalachian Regional Commission funding was prepared about one year ago in order to expand and accelerate transportation services. Because of the importance of regional transportation needs, however, the Tompkins County Transportation Services Project has proceeded independently of substantial outside funding, although only on a modest scale. If further progress is to be made, outside funding will be needed. This application is for activities to be expanded after September 1, 1981.

#### 3. a. PLAN OF ACTION

As has already been explained, TOMTRAN represents a comprehensive approach to solving the problems of transportation within rural areas such as Tompkins County by providing a broad range of alternatives to single-passenger automobile travel. Each alternative is designed to satisfy travel demand within a different targeted submarket. Although the programs generally will function on a decentralized basis, coordination of TOMTRAN by the Tompkins County Department of Planning with the assistance of the Ithaca-Tompkins County Transportation Commission will ensure that duplication and inefficiencies will not occur.

A summary of the staff allocation for the TOMTRAN Project is presented

below:

| <u>Staff</u>   | <u>Responsibilities</u>   |
|--|---|
| Commissioner of Planning<br>(County Section 18 Coordinator)<br>(20% of time) | Designated as the project's Administrative Officer (See County Resolution Part V). Overall project supervisor. Responsible for inter-municipal and intra-county relations.  |
| Project Director<br>(100% time)  | Supervises planning staff. Designs and executes project marketing program, community relations and overall project evaluation. Coordinator of public transportation services (Section 18 Program). Liaison with planning advisory groups. |
| Project Planner<br>(100% ARC supported)                                      | Executes planning, evaluation and technical assistance for the Suburban Transit, Rural Transit, Jitney, School Bus and Park-and-Ride Programs. Liaison with planning advisory groups.   |
| Project Planner<br>(100% ARC supported)                                      | Executes planning, evaluation and technical assistance for the Carpool and Vanpool Programs. Liaison with planning advisory groups.   |

The plan of action and scope of services for each of the operating programs proposed by TOMTRAN is described in the following sections. The objectives, background, and proposed program activities are presented generally as they were in the Preapplication dated June, 1980. In some cases, tasks have been performed or services have been initiated in anticipation of TOMTRAN funding. Such progress is noted.

## SUBURBAN TRANSIT PROGRAM

### OBJECTIVES

To provide transit services for suburban areas outside of the City of Ithaca and to demonstrate that such services are viable within Tompkins County.

### BACKGROUND

As of June 1980, two public fixed-route transit systems operated within Tompkins County outside the City of Ithaca: Ithaca Transit (IT) and Northeast Transit (NET). Considerable room remains for additional suburban transit that would be of substantial benefit to Tompkins County.

#### Ithaca Transit (IT)

Ithaca Transit's major commitment is to the City of Ithaca. Only limited service is provided beyond the City's boundaries. Routes are extended just beyond the boundary to Ithaca College and to the Tompkins Community Hospital. In general, IT has resisted expansion into suburban areas while unmet transit demand in the city is not served. In order to replace a part of its aging bus fleet and to increase service in Ithaca, IT is in the process of purchasing two transit buses with city resources. Although the coordination of schedules and transfers between IT and the TOMTRAN transit programs is anticipated, IT has no intention of using buses requested by TOMTRAN as part of its capital equipment program. (See Appendix A for documentation.)

#### Northeast Transit (NET)

Northeast Transit was organized in September 1979 as a demonstration project supported by a variety of governments and institutions to provide transit service between areas to the northeast of the City of Ithaca, the Cornell campus, and downtown Ithaca. Buses operate along two routes during peak travel

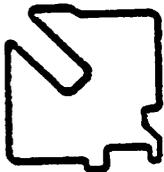
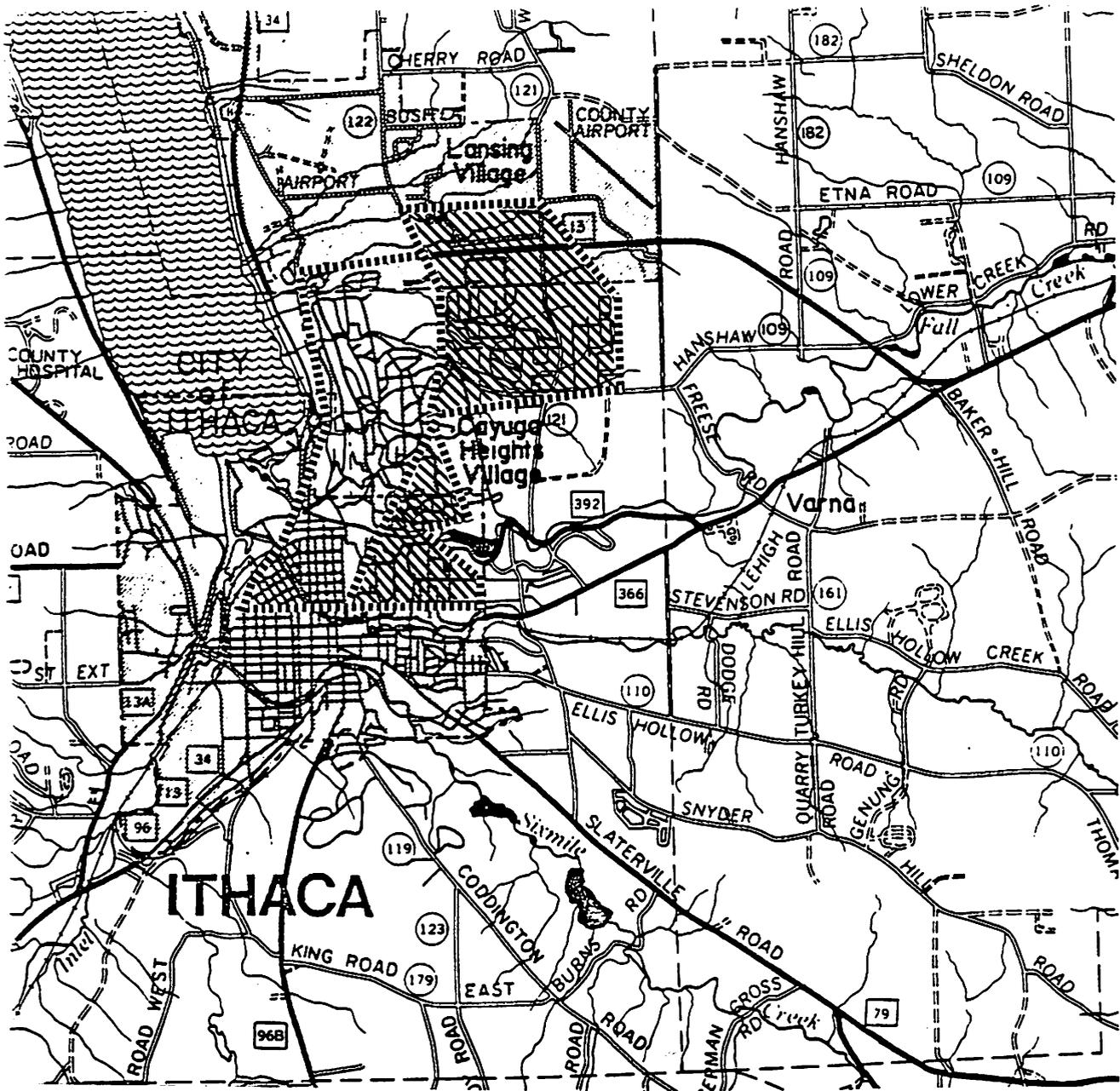
periods, five days a week. Each route takes one hour to complete. No midday service exists. An abbreviated schedule with one bus is run during the summer and Cornell vacations. Map 1 identifies the existing NET service area.

During its first year of operation, NET has demonstrated local support for peak-period transit service for suburban residents to the northeast of Ithaca. Ridership has exceeded projections, confirming the implications of several commutation surveys conducted since 1973. Public response and discussions have indicated that significant opportunities for increased levels of service and ridership remain within the NET service area and other suburban areas.

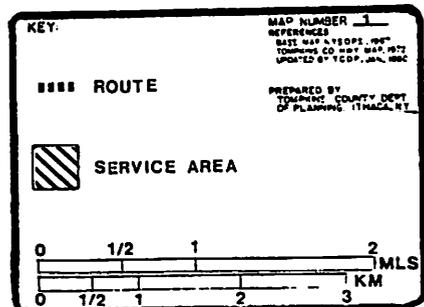
#### Observation on Existing Services

- (1) Ithaca Transit is unable and unwilling to expand service into suburban areas without a demonstrated ridership and outside financial support.
- (2) Ithaca Transit services to the Ithaca College and Tompkins Community Hospital areas indicate that suburban service is viable where major traffic generators exist.
- (3) Northeast Transit service has demonstrated that a potential for riders does exist within suburban residential areas.
- (4) Northeast Transit ridership to and from Cornell University accounts for the large majority of NET's passengers indicating the importance of linking service to the dominant traffic generators.
- (5) NET ridership to and from downtown Ithaca is relatively small and may be the result of low demand or excessively long travel times. Adjustments are needed.
- (6) Ridership on NET is lowest where travel times are greatest.
- (7) Demand for midday service has become increasingly evident. The Northeast Transit Study Committee has determined that this service cannot be added without supplemental sources of income.
- (8) NET vehicles lack visibility and are uncomfortable. More conventional transit buses, properly identified, should generate increased ridership over existing buses which cannot be distinguished from Cornell's campus buses.

... five days a week. Each route takes one hour to complete. The ...  
... with one ... during the ...  
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... and ...  
... also ...  
... of ...



**MAP 1  
EXISTING N.E.T.  
SERVICE AREA**



## PROGRAM ACTIVITIES

### Evaluation Need for Services

The TOMTRAN Suburban Transit Program, in coordination with other TOMTRAN programs, will be concerned with identifying travel demand and needs within the suburban Ithaca area. Surveys, community discussions, and recent demonstration programs have emphasized the potential for viable suburban transit services within this area. The principal activities of the Suburban Transit Program will be to evaluate the services in place and consolidate them into the most effective system possible.

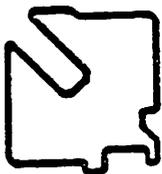
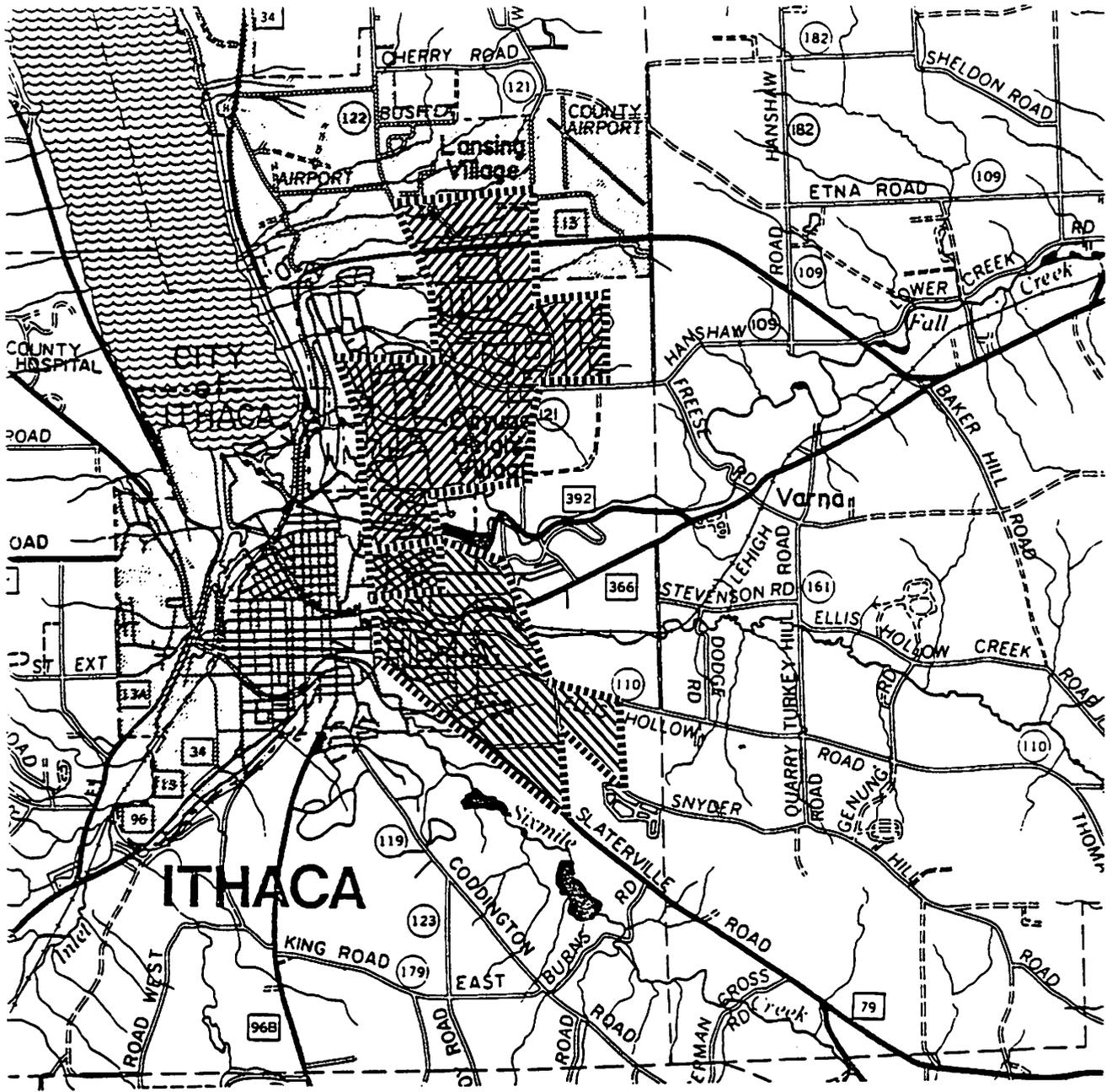
### Proposed Service

In the June 1980 pre-application, TOMTRAN proposed the following changes in available transit services within suburban areas.

- (1) Contraction of peak service to the City of Ithaca to better serve the high volume commutation to and from Cornell. Headways would be reduced to make the service more attractive to those with excessive travel times.
- (2) Extension of transit to the East Ithaca area during peak hours to and from Cornell.
- (3) Introduction of midday service connecting the northeast area, Cornell, and downtown Ithaca. If possible, East Ithaca would be included.
- (4) Improvement of equipment to increase comfort, reliability, and identification.
- (5) Continuation of service throughout the calendar year, six days a week.

### Service Area

The proposed service area for Tompkins Suburban Transit (TST) is shown in Map 2. The specific routes shown are subject to change, but the major change involves an extension to East Ithaca, southeast of the City. Both the Northeast route and the East Ithaca route overlap on the Cornell campus. Connections may be made there with Ithaca Transit that would permit trips to and from downtown Ithaca.



**MAP 2  
PROPOSED PEAK  
SUBURBAN TRANSIT  
SERVICE AREA**



|   |  |  |
|---|--|--|
| KEY:  |  | MAP NUMBER <u>2</u>  |
| ROUTE<br>EAST ITHACA SERVICE AREA<br>NORTHEAST SERVICE AREA |  | <small>           REFERENCES<br/>           BASE MAP HYDROPS, 1967<br/>           TOWNHIP CO. MAP, 1972<br/>           UPDATED BY TCDP, JAL, RBC<br/>           PREPARED BY<br/>           TOWNSHIP COUNTY DEPT.<br/>           OF PLANNING, ITHACA, NY         </small> |
|   |  |  |
|   |  |  |

### Progress to Date

A new fixed-route service, East Ithaca Transit (EIT), commenced operation on January 26, 1981. This demonstration project is an outgrowth of discussions surrounding the proposal presented in the ARC pre-application for TOMTRAN funding. The service is operated by Cornell University and is open to the general public. Cornell, the Town of Ithaca, and the County of Tompkins provide local subsidies. Operations are from 7:30 a.m. to 5:30 p.m., Monday through Friday. Half-hour service is provided from 9:00 a.m. to 4:00 p.m. between the Cornell campus and nearby commercial and residential areas with more extensive peak-period commuter service to suburban residential locations. TOMTRAN funding would ensure that this service is continued and integrated with other transit operations. The demonstration was approved by the local funders with the understanding that federal subsidies will be available. Ridership already exceeds the early projections and provides grounds for ridership for a more comprehensive TOMTRAN Suburban Transit Program.\*

### PROGRAM BUDGET

In addition to staff time, printing and reproduction costs, costs of preparation of other program materials, overhead, and travel the TOMTRAN Suburban Transit Program will require both capital and operating funds.

### Capital Budget

The services proposed for the Suburban Transit Program will require three vehicles during peak periods while two will be needed for midday service. It is proposed that two buses be used for peak service to the northeast area with only one being kept in service there during the midday. The third bus would be used for the East Ithaca route. Presently, there is adequate vehicle

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\* The initial projection was 4,000 riders/month. During February 1981, EIT carried 5,000 riders.

availability to provide limited service, but the converted school buses that are available would not withstand all day line-haul operations over the long run. Thus, a request is being made to fund a conventional transit vehicle out of the first year ARC request. No UMTA capital funding is available for rural areas.

Since the lead time for a transit bus is from 12 to 18 months, the requested vehicle would not be delivered until some time in 1982. The unavailability of rolling stock may ultimately delay full implementation of the Suburban Transit Program.

A capital reserve fund will be established for programming the replacement of transit and school buses purchased through the TOMTRAN transit programs. Contributions to the fund will be based on percentages of the hourly operating costs for each vehicle type. The goal of the fund is to provide for the local share of capital acquisition. A summary of the contribution levels, vehicle life spans and projections of the capital reserve is presented in Table 3.

TABLE 3: CAPITAL RESERVE FUND SUMMARY

| Vehicle Type | Contribution Rate          |               | FY 81<br>Operating<br>Hours | FY 81<br>Contri-<br>butions | Average<br>Vehicle<br>Life | Future<br>Fund<br>Level |
|--------------|----------------------------|---------------|-----------------------------|-----------------------------|----------------------------|-------------------------|
|              | % of<br>Operating<br>Costs | FY 81<br>Rate |                             |                             |                            |                         |
| Transit bus  | 5.6%                       | \$1.25/hr.    | 3,120                       | \$3,900                     | 11 yrs.                    | \$79,498 <sup>(1)</sup> |
| School bus   | 11.0%                      | \$2.31/hr.    | 1,300                       | \$3,000                     | 4 yrs.                     | \$15,315 <sup>(2)</sup> |

Notes: (1) Based on example FY 81 contribution compounded at 10% interest for ten years. \$79,498 is 20% of \$397,493 for a 20% - 80% local/federal share.

(2) Based on example FY 81 contribution compounded at 10% interest for four years. \$15,315 is 20% of \$ 76,576 for a 20% - 80% local/federal share.



Table 3 provides an example of how the capital reserve fund would operate based upon a full day (12 hours) service by a transit bus and a peak hour service (5.5 hours/day) by a school bus. The contribution levels are based upon fiscal year 1981 operating costs (See Table 4 on page 29). By establishing a contribution rate based on operating costs, the capital reserve fund would increase with inflation while compounding at a 10% interest rate.

As the TOMTRAN Project develops during the 1980s, an appropriate mix of capital equipment will be established. An annual review of the capital reserve contributions will be necessary to insure an appropriate level of savings is maintained to replace transit equipment in the future.

#### Operating Budget

The estimated operating expense for the proposed TOMTRAN Suburban Transit Program will be about \$194,000 for the first year. This will be paid for through fares, local operating subsidies, New York State Transit Operating Assistance (TOA), and Federal Section 18 assistance. A request is being made to ARC to cover the remaining deficit. The estimated operating budget for the first five years of service is shown in Table 4. The budget is based upon the following assumptions:

- (1) Buses will continue to operate under contract on an hourly basis. Both of the NET and EIT contracts would continue into fiscal year 1981-82 at an increased service level, as capital resources permit. During the interim period, before the transit bus purchased with ARC funds is delivered, a consolidation of NET and EIT will take place. Currently, options for consolidation of both systems under a single operator are being explored. The estimated operating costs for fiscal year 1981 are based upon the current costs for NET and EIT increased at 10%. (See Appendices B and C for the current NET and EIT contracts.)
- (2) Initial revenues are based upon riderships and fares that reflect the existing programs with expanded service. Projected revenues reflect ridership increases consistent with those shown for Ithaca Transit and Northeast Transit during the past year.

- (3) Local contributions are consistent with funding approved for 1979-80 (\$37,500) and 1980-81 (\$43,400). Since expanded service is being provided at little additional local cost, continued funding seems assured. Accelerated support is estimated for the 4th and 5th years, once the program has been firmly established.
- (4) Other subsidies include state operating assistance and Section 18 funds, both of which are small. These will continue to be available. Accelerated support is anticipated for the 4th and 5th years of the project.
- (5) The required ARC operating subsidies are largest during the first three years of the program but are reduced in years four and five. Although a net operating deficit remains in the 5th year, this is small enough so that additional local support, increased fares, and more conventional transportation assistance programs will be able to fill the gap.

#### PROGRAM ORGANIZATION AND ADMINISTRATION

TOMTRAN does not assure actual transit operation by Tompkins County, although this option is not ruled out. At the present time, the Northeast Transit and East Ithaca Transit Services are operated, respectively, by Swarthout and Ferris and Cornell University. Administration for NET is provided by Ithaca Transit. Thus, in its initial stages, the services proposed by the TOMTRAN Suburban Transit Program may be delivered by several different operators.

Coordination is emphasized by TOMTRAN. The Suburban Transit Program will be coordinated by the Transportation Coordinator, within the Tompkins County Department of Planning, with the cooperation of a Transit Advisory Committee affiliated with the Ithaca-Tompkins County Transportation Commission. This committee will include representation from the Tompkins County Department of Planning, the Town of Ithaca Department of Planning, Ithaca Transit, and the Cornell University Office of Transportation Services. Also included will be representatives from other municipalities and institutions served or operators providing service. The Transportation Commission includes representatives from every municipality within Tompkins County as well as a representative from the New York State Department of Transportation.

TABLE NO. 4

## TOMPKINS SUBURBAN TRANSIT PROGRAM

5-YEAR OPERATING BUDGET

(Northeast and East Ithaca Service)

|  | <u>Year 1</u>   | <u>Year 2</u>   | <u>Year 3</u>   | <u>Year 4</u>   | <u>Year 5</u>   |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|
| Bus No. NET 1<br>(6 days/12 hrs.)          | \$ 84,000       | \$ 92,400       | \$101,640       | \$111,000       | \$117,500       |
| Bus No. NET 2<br>(5 days/5.5 hrs.)         | 33,000          | 36,330          | 39,900          | 42,000          | 44,500          |
| Bus No. EIT 1<br>(5 days/12 hrs.)          | 68,700          | 75,500          | 83,100          | 91,400          | 97,500          |
| Administration                             | 3,000           | 3,300           | 3,600           | 4,000           | 4,500           |
| Advertising                                | <u>5,000</u>    | <u>5,250</u>    | <u>5,500</u>    | <u>5,750</u>    | <u>5,000</u>    |
| <u>TOTAL OPERATIONS</u>                    | \$193,700       | \$211,980       | \$233,740       | \$254,150       | \$269,000       |
| Less: Fares                                | <u>- 56,250</u> | <u>- 72,500</u> | <u>- 85,250</u> | <u>-107,250</u> | <u>-131,250</u> |
| <u>OPERATING DEFICIT</u>                   | \$137,450       | \$139,480       | \$148,490       | \$146,900       | \$137,750       |
| Less: Local Contribution                   | <u>- 57,450</u> | <u>- 60,000</u> | <u>- 65,000</u> | <u>- 85,000</u> | <u>- 85,000</u> |
| <u>DEFICIT LESS LOCAL FUNDS</u>            | \$ 80,000       | \$ 79,480       | \$ 83,490       | \$ 61,900       | \$ 52,750       |
| Less: Other Subsidies<br>(State & Federal) | <u>- 25,000</u> | <u>- 30,000</u> | <u>- 35,000</u> | <u>- 61,900</u> | <u>- 52,750</u> |
| <u>ARC OPERATING SUBSIDY</u>               | \$ 55,000       | \$ 49,480       | \$ 48,490       | \$ 0            | \$ 0            |

OPERATING REVENUES

|                     | <u>Year 1</u> | <u>Year 2</u> | <u>Year 3</u> | <u>Year 4</u> | <u>Year 5</u> |
|---------------------|---------------|---------------|---------------|---------------|---------------|
| TOTAL ANNUAL RIDERS | 125,000       | 145,000       | 155,000       | 165,000       | 175,000       |
| AVERAGE FARE        | \$ .45        | \$ .50        | \$ .55        | \$ .65        | \$ .75        |
| REVENUES            | \$56,250      | \$72,500      | \$85,250      | \$107,250     | \$131,250     |

## ASSUMPTIONS:

Fiscal Year 1-4 10% Annual Inflation Rate

Fiscal Year 5 8% Inflation Rate

Local subsidies will be provided by the municipalities and institutions benefitting from service. Included here are Tompkins County, the Town of Ithaca, the City of Ithaca, the Villages of Lansing and Cayuga Heights, and Cornell University. Also included will be major apartment owners and commercial complexes. (See Appendices B and C for current NET and EITS contracts.)

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## TOMPKINS RURAL TRANSIT PROGRAM

### OBJECTIVE

To demonstrate the feasibility of fixed route, public transit in rural areas where sufficient demand exists.

### BACKGROUND

Outside of the Ithaca Urban Area, Greyhound is the only common carrier serving rural Tompkins County. While the bus company provides reliable and comfortable service, Greyhound's commitment to national and intra-state markets preclude it from initiating the scope of transit services envisioned by the TOMTRAN Program. The Rural Transit Program will complement present service levels while expanding transit coverage in the County. Greyhound will be encouraged to participate.

\* In general, local transit in rural areas has often proved to be economically infeasible. A bus traveling on long routes through sparsely populated areas usually generated insufficient ridership to justify continued service. Therefore, the extension of intra-county public transit in Tompkins County required identifying special submarkets which could support local transit service. After determining the potential market areas, a comprehensive transit planning process has been used to design, stimulate and evaluate the system's performance.

The planning methodology used to design routes for the TRT System was adopted from the Interactive Graphic Transit Design System (IGTDS) as revised by General Motors in 1978. Initially, IGTDS was developed within the Urban Transportation Program of the University of Washington in 1972, and subsequently refined by the Office of Planning Methods and Support of the Urban Mass Transit Administration (UMTA). The present use of IGTDS in the design of the TRT

System involved simplifying components of the design procedure to permit the simulation of the transit system without the aid of a computer. (For further discussion of the IGTDS model and the TRT System parameters, see TOMTRAN Working Paper - Designing Rural Transit Routes with IGTDS, Part V.)

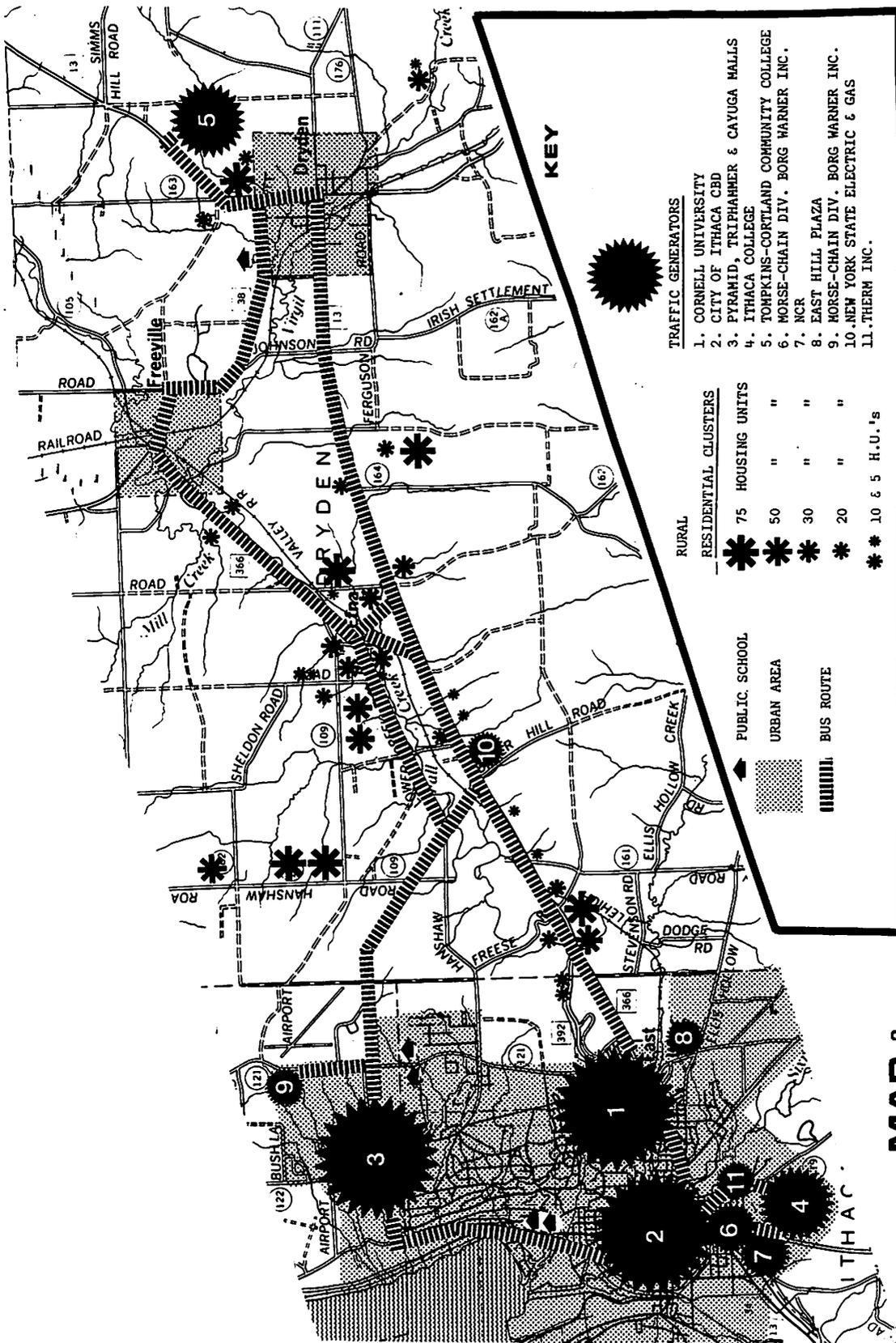
## PROGRAM ACTIVITIES

### Evaluate Potential for Service

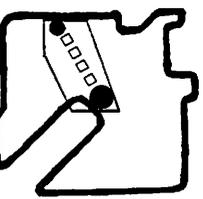
The TOMTRAN Rural Transit Program, in coordination with other TOMTRAN programs, will be concerned with identifying the characteristics of travel demand and need within rural areas of Tompkins County. Studies to date have indicated that the potential for viable fixed-route transit service within the most rural portions of Tompkins County is limited. Nonetheless, special situations have been identified that suggest that potential exists for viable service for parts of the County. Using the approach outlined above, continued efforts will be directed towards identifying viable sub-markets and designing services that are able to satisfy their travel requirements.

### Proposed Service

As an initial demonstration, a rural route has been identified that links the largest traffic generators within the immediate region: the South Hill area of Ithaca (NCR, Morse Chain, Ithaca College), downtown Ithaca, Cornell University, the Triphammer commercial area, NYSEG, the Tompkins-Cortland Community College (TC3). Population clusters at Dryden Village, Freeville, Etna, and Varna would also be served (See Map 3). Routing would attempt to capture riders from other population clusters. Thus, the potential for ridership is considerable and is distributed throughout the day. Moreover, a serious commitment to local financial support has been expressed for such a route.



MAP 3



# ITHACA - DRYDEN CORRIDOR TOMPKINS COUNTY

Prepared by TOMPKINS COUNTY  
DEPARTMENT OF PLANNING Feb. 1981

The proposed Tompkins Rural Transit (TRT) service follows a format similar to that proposed for Tompkins Suburban Transit. Two vehicles would be used during peak periods with one vehicle remaining in service during midday.

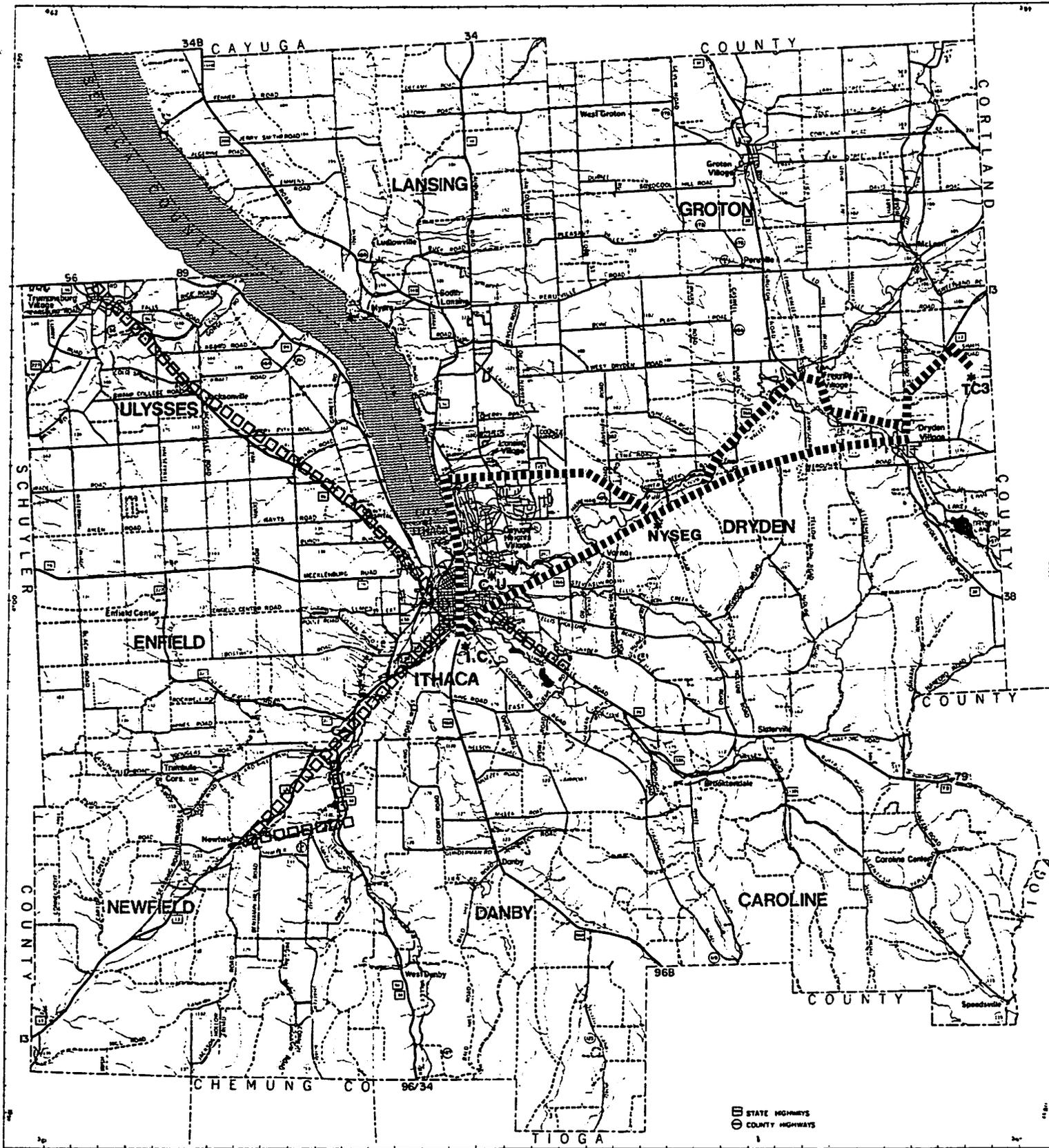
The general features of the project are as follows:

- (1) Peak service connecting Etna, Freeville, Dryden, TC3, NYSEG, Varna, Cornell, South Hill, and Ithaca would be provided by two buses with a headway of 30 to 45 minutes. One bus may connect the Northeast and the City of Ithaca, the other may provide downtown service for the East Ithaca area.
- (2) Off-peak service may take one of two forms:
  - (a) Between Ithaca and TC3 with one-hour headways,
  - (b) Between Ithaca and TC3 and Ithaca and Trumansburg, Newfield, or another rural area with two-hour headways.
- (3) One bus would be used as a peak vehicle and as the off-peak vehicle. It would be a conventional transit bus so that it would hold up under all day, line-haul use. A school bus may be used during the first year for the second peak-period route to conserve on capital costs.
- (4) Twelve month operation, five days a week.

The proposed route was designed to serve important traffic generators within the Ithaca-Dryden Corridor. Since the service is designed to accommodate peak hour demand, it is possible to design the midday service to provide service to other areas of the County. Other likely routes are illustrated in Map 4. Clearly, the transit operations will require adjustments as further studies indicate and subject to capital or operating constraints.

#### PROGRAM BUDGET

In addition to staff time, printing and reproduction costs, costs of preparation of other program materials, overhead and travel, the TOMTRAN Rural Transit Program will require both capital and operating funds.

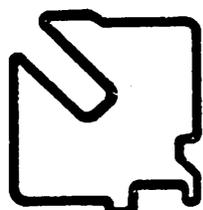


NOTE: 1000 METER TICS BASED ON THE NEW YORK TRANSVERSE MERCATOR GRID

MAP NO. 4

**FIXED-ROUTE  
TRANSIT PROGRAM**

**TOMPKINS COUNTY**



**KEY:**

- MAIN ROUTE
- POSSIBLE MIDDAY ROUTES

MAP NUMBER 3

REFERENCES:  
 BASE MAP NYS OPS, 1967  
 TOMPKINS CO HWY MAP, 1972  
 UPDATED BY TCDP, JAN, 1983

PREPARED BY  
 TOMPKINS COUNTY DEPT.  
 OF PLANNING, ITHACA, NY

SCALE:  
 1" = 1/2 MILE  
 1" = 2 MILES

### Capital Budget

Two vehicles will be needed to provide the services outlined for the Rural Transit Program during the first year of TOMTRAN. Two would operate during peak-hour periods; one would operate throughout the day. A request is being made to ARC for funding to purchase a conventional transit bus for full-time use. It would be left equipped and is expected to cost about \$150,000. However, the lead time required to receive new transit vehicles can be 12 to 18 months.

In order to implement even an abbreviated peak-hour service, a request is being made to the ARC for funding to purchase a diesel school bus. The cost would be \$50,000. During the term of waiting for the delivery of the transit bus, a second bus may be leased from a local operator. When the transit bus is operational, the full program schedule would be implemented.

The provision of bus shelters at key stops and park-and-ride lots is a worthy investment when implementing new transit service. A request is being made to the ARC for \$10,000 for bus shelters. Since the prevailing price for a bus shelter is about \$2,000 each, we propose to leverage local resources to build as many shelters as feasible. Between five and ten shelters would be built.

### Operating Budget

The estimated operating expense for the proposed TOMTRAN Rural Transit Program will be about \$115,000 for the first year. This will be paid for through fares, local operating subsidies, New York State Transit Operating Assistance (TOA), and Federal Section 18 assistance. The remainder will need to come from ARC. The estimated operating budget for the first five years of service is shown in Table 4. The budget is based upon the following assumptions:

- (1) To start, a diesel school bus purchased with ARC funds, and a second bus under contract on an hourly basis, would implement a shorter schedule. After delivery of the transit bus purchased with ARC funds, the full schedule would commence. A capital reserve fund, described in the Suburban Transit Program on page 26, would be established. The estimated operating costs reflect current local operator costs plus an escalation of 10% each year.
- (2) Initial revenues are based upon ridership estimates based upon a demand analysis, and fares that reflect the existing Greyhound fare to TC3. Projected ridership for the first year is modest and should be attainable. Increases generally reflect the experience of NET during its first year.
- (3) Local contributions reflect a verbal commitment of support from TC3 and anticipated commitments from Cornell, Tompkins County, and other municipalities that will derive benefits from the service.
- (4) Other subsidies include state operating assistance and Section 18 funds. Accelerated support is anticipated during the 4th and 5th years of the project.
- (5) The requested ARC operating subsidies are largest during the first three years of the project but are eliminated in years four and five. The anticipated operating deficit in year four will be small enough to cover with increased fares, increased local support, and more conventional transportation assistance programs.

#### PROGRAM ORGANIZATION AND ADMINISTRATION

The TOMTRAN Rural Transit Program does not assume actual transit operations by Tompkins County, although this option is not ruled out. Presently, transit service in rural Tompkins County is provided by Greyhound. Much of this service is quite good, although schedules typically do not accommodate commutation and the availability of local service is not widely known. Existing service, such as is offered by Greyhound, will be integrated into the proposed program.

TABLE NO. 5

## TOMPKINS RURAL TRANSIT PROGRAM

5-YEAR OPERATING BUDGET

(Rts.: 2 buses, 5 days/week)

|  | <u>Year 1</u>   | <u>Year 2</u>   | <u>Year 3</u>   | <u>Year 4</u>   | <u>Year 5</u>   |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|
| Bus No. 1 (12 hrs.)                        | \$ 73,000       | \$ 80,300       | \$ 89,000       | \$ 98,000       | \$105,840       |
| Bus No. 2 (5.5 hrs.)                       | 34,370          | 38,850          | 42,750          | 45,000          | 48,500          |
| Administration                             | 2,500           | 2,750           | 3,000           | 3,000           | 3,000           |
| Advertising                                | <u>5,000</u>    | <u>5,500</u>    | <u>6,000</u>    | <u>6,000</u>    | <u>5,500</u>    |
| <u>TOTAL OPERATIONS</u>                    | \$114,870       | \$127,400       | \$140,750       | \$152,000       | \$162,840       |
| Less: Fares                                | <u>- 37,500</u> | <u>- 48,000</u> | <u>- 63,750</u> | <u>- 85,000</u> | <u>- 99,750</u> |
| <u>OPERATING DEFICIT</u>                   | \$ 77,370       | \$ 79,400       | \$ 77,000       | \$ 67,000       | \$ 63,090       |
| Less: Local Contribution                   | <u>- 11,200</u> | <u>- 13,000</u> | <u>- 15,000</u> | <u>- 33,500</u> | <u>- 31,545</u> |
| <u>DEFICIT LESS LOCAL FUNDS</u>            | \$ 66,170       | \$ 66,400       | \$ 62,750       | \$ 33,500       | \$ 31,545       |
| Less: Other Subsidies<br>(State & Federal) | <u>- 11,200</u> | <u>- 13,000</u> | <u>- 15,000</u> | <u>- 33,500</u> | <u>- 31,545</u> |
| <u>ARC OPERATING SUBSIDY</u>               | \$ 54,970       | \$ 53,400       | \$ 47,750       | \$ 0            | \$ 0            |

OPERATING REVENUES

|                     | <u>Year 1</u> | <u>Year 2</u> | <u>Year 3</u> | <u>Year 4</u> | <u>Year 5</u> |
|---------------------|---------------|---------------|---------------|---------------|---------------|
| TOTAL ANNUAL RIDERS | 50,000        | 60,000        | 75,000        | 85,000        | 95,000        |
| AVERAGE FARE        | \$ .75        | \$ .80        | \$ .85        | \$ 1.00       | \$ 1.05       |
| REVENUES            | \$ 37,500     | \$ 48,000     | \$ 63,750     | \$ 85,000     | \$ 95,000     |

## ASSUMPTIONS:

Fiscal Year 1-4 10% Annual Inflation Rate

Fiscal Year 5 8% Inflation Rate

Coordination is emphasized by TOMTRAN. The Rural Transit Program will be coordinated by the Transportation Coordinator within the Tompkins County Department of Planning with the cooperation of a Transit Advisory Committee affiliated with the Ithaca-Tompkins County Transportation Commission. This committee will include representation from the TCDP, the Town of Ithaca Planning Department, Ithaca Transit, and the Cornell Office of Transportation. Also included will be representatives from any other municipalities and institutions served or operators providing service. The Transportation Commission included representatives from every municipality within Tompkins County as well as the NYS DOT.

Local subsidies will be provided by the municipalities and institutions benefitting from service.

## JITNEY PROGRAM

### OBJECTIVE

To improve transportation services to rural areas that cannot feasibly be served with conventional fixed-route transit but that have a need for a quasi-transit type service.

### BACKGROUND

#### The Jitney Concept

Throughout much of the world, transportation services are provided by small, privately operated vehicles that travel a fixed route with no fixed schedule. In densely populated areas, jitney headways are short despite the apparent scheduling uncertainties. In rural areas, headways are longer but frequently are less than a half-hour. Ridership is typically high enough to ensure sufficient revenues for the small entrepreneur to willingly provide transportation service to areas served by conventional publicly operated transit only at very great expense. A similar jitney program seems particularly suitable for conditions within rural areas such as Tompkins County. Fixed scheduling for commuter service will be necessary.

#### Obstacles to Jitneys

Although jitneys were once common within the U.S., they generally have disappeared as a recognizable transportation option. Occasionally, shopping malls or airports encourage jitneys, but enterprising individuals are unlikely to see opportunities for initiating service on their own. If the problems of financing can be overcome, they are likely to be faced with a spiderweb of regulations and uncertainties that seem to constrain any serious attempt to enter the transportation business. These obstacles can be formidable. This program will attempt to clear the way for local entrepreneurs interested in entering the jitney business.

## PROGRAM ACTIVITIES

The major functions of the TOMTRAN Jitney Program are to provide a structure within which private entrepreneurs and local organizations are able to respond to the very real potential to provide transportation services through jitney operations. So little is known about jitneys that a significant role can be played by a public sponsor that is able to articulate the potential for service, provide a suggested structure for operations, and aid interested parties in overcoming the legal, financial, and institutional problems of establishing a jitney operation.

### Articulate Potential

By analyzing population, employment, and activity distributions within Tompkins County, just as must be done to evaluate the potential for transit services, the probable demand for jitney transportation may be estimated. Such estimates will be prepared as part of the Jitney Program. High priority areas of service will be identified. Costs and revenues will be estimated to help highlight opportunities for profitable operations to potential operators.

### Suggest Routes and Fares

Using trip data developed through surveys and related tools, major traffic generators will be identified and routes designed to best complement other available transportation services. Travel times will be estimated and appropriate fares will be suggested that should provide suitable returns to jitney operators. In cases where suitable service only seems feasible where operating subsidies are available, the subsidy required to provide such service will be estimated.

### Mitigate Obstacles and Conflicts

Any new jitney services would be regulated as common carriers under the New York State Transportation Law, administered by the Office of Regulatory Affairs of the Department of Transportation. Prospective jitney operators would need a Certificate of Public Convenience and Necessity, a franchise, prior to providing service. The Tompkins County Department of Planning would assist new operators through the regulatory process and provide evaluations of the impact of new service on other common carriers. Such evaluations may be used as testimony at the DOT certification hearings.

Other obstacles to new operators include understanding insurance requirements, and evaluating the financial feasibility of the jitney market. The TOMTRAN Jitney Program will attempt to mitigate these problems by helping to develop jitney proposals on an individual basis. By performing this brokerage function, many of the major obstacles facing this new transportation service will be more easily managed by prospective jitney operators.

### Promote Ridership

Jitney services will be promoted by advertising them as part of the comprehensive array of services sponsored by TOMTRAN. Route maps will be printed and distributed. Other public transportation promotions will include advertisements in the print media, radio, and local TV.

### Promote Pooled Maintenance Services

The provision of a reliable jitney service will require a preventative maintenance program. In order to reduce maintenance costs, the TOMTRAN Jitney Program will encourage jitney operators to pool their maintenance resources and services. A local model of cooperative maintenance services already exists. GADABOUT

and the Special Children's Center, two providers of transportation services to elderly and handicapped persons, share a garage and labor costs for servicing their vans. TOMTRAN will explore similar arrangements for jitney operators.

#### Provide Operating Assistance

Ideally, a jitney service should be financially self-supporting. Similar to any small business, a jitney operation should generate sufficient revenues to pay capital and operating costs, plus a reasonable profit to the owner-operator. The strict, free-market approach would limit jitney services to special markets where travel demand is high and the travel distance is short. For example, night service in the City of Ithaca between Cornell University, Ithaca College and downtown is a potential, self-supporting market. Existing travel demand is high, especially during Thursday, Friday and Saturday nights. Another example is a high demand market between Cornell University and the large apartment and commercial complexes in the Village of Lansing. Currently, after 6:00 p.m., Northeast Transit ceases service, leaving a night travel demand without a transit alternative.

However, a demonstration of the jitney approach requires testing uncertain markets other than the two described above. The establishment of the NET and EIT Systems provide a model for intermunicipal agreements with private operators to provide fixed-route services. Jitney operations could provide a valuable feeder service connecting rural population centers, (such as the Villages of Trumansburg and Groton), with the proposed Rural Transit service between Ithaca and Dryden. Isolated rural population centers which could not support a conventional transit service could be served by jitneys. Potential

jitney markets exist in the Towns of Caroline, Danby, Newfield, and Enfield. In order to explore these markets, a small level of assistance would be necessary. As experience is gained during the first year, new methods of financial support may be explored for inclusion in the second year program.

#### PROGRAM BUDGET

During the first year, the TOMTRAN Jitney Program will concentrate establishing jitney services in potentially self-supporting markets. Consequently, expenses for the TOMTRAN Jitney Program will be incurred for staff time, the preparation of program materials, reproduction, overhead, and travel. The promotion expense for the jitney services will be about \$800. In addition, the rural extension of jitney services is likely to need a small level of operating assistance described above. The total request for ARC funding for the Jitney Program is \$6,600.

#### PROGRAM ORGANIZATION AND ADMINISTRATION

The TOMTRAN Jitney Program will not require Tompkins County to assume an operations role. Rather, the Tompkins County Department of Planning will provide technical services and serve as facilitator and coordinator of jitney services. Coordination may be enhanced through a Jitney Advisory Committee or the Transit Services Committee of the Ithaca-Tompkins County Transportation Commission. The latter would include representatives from all common carriers, including jitney operators, functioning within Tompkins County. All municipalities within Tompkins County are represented on the Transportation Commission.

Actual administration of the program, including the necessary accounting for program funds, will be provided under the supervision of the Tompkins County Commissioner of Planning and the TOMTRAN Project Director.

## CARPOOL PROGRAM

### OBJECTIVE

To extend carpool oriented ridesharing services to all commuters to and from Tompkins County and to promote carpooling as an attractive, economical, energy efficient, and flexible mode of commutation.

### BACKGROUND

Carpooling generally refers to ridesharing that takes place informally within private vehicles. Less frequently, formal commitments by participants are made. The most familiar form of carpooling is termed "shared-driving" since participants take turns driving their own vehicles. Money rarely is exchanged. "Shared-riding" carpooling extends the advantages of ridesharing to non-drivers. Such arrangements are less common and present additional problems since payment is involved. Carpooling, like vanpooling, is a highly cost-effective mode of commutation and will be promoted by the TOMPOOL Project.

### Gasoline Savings for Carpoolers

A substantial amount of gasoline can be saved by an individual that drives alone but switches to a carpool. Savings will depend upon the distance driven to work, the fuel efficiency of the vehicles driven before and after pooling, the type of carpooling pickup, new uses of the idle cars, etc.

Savings will also be produced by less wear on vehicles not used and lower depreciation. In many cases, cars no longer being used for the work-trip will be eligible for lower insurance rates. In others, a family may be able to sell a vehicle that is no longer needed.

If pooling is done in a more fuel efficient car than the original, savings will be greater. If the original trip was made in a high mileage vehicle, savings may be smaller. They are substantial in either case, especially with gasoline costing more than \$1.40 per gallon.

Assuming a work year of 240 days and the national average fuel efficiency for cars (14 mpg), the following annual gasoline savings may be anticipated by individuals that had been driving alone.

TABLE 6: GALLONS OF GASOLINE SAVED PER PERSON PER YEAR

| Round-trip<br>Distance<br>(miles) | Number of Persons Per Carpool |       |       |       |
|-----------------------------------|-------------------------------|-------|-------|-------|
|                                   | 2                             | 3     | 4     | 5     |
| 5                                 | 46.1                          | 61.5  | 69.1  | 73.8  |
| 10                                | 92.2                          | 123.0 | 138.2 | 147.6 |
| 15                                | 138.3                         | 184.4 | 207.3 | 221.4 |
| 20                                | 184.4                         | 245.9 | 276.4 | 295.2 |
| 25                                | 230.5                         | 307.4 | 345.5 | 369.0 |
| 30                                | 276.6                         | 368.9 | 414.6 | 442.8 |
| 35                                | 322.7                         | 430.4 | 483.7 | 516.6 |
| 40                                | 368.8                         | 491.9 | 552.8 | 590.4 |

Gasoline Savings Within Tompkins County From Carpooling

The journey-to-work (and home) accounts for a large proportion of daily travel. Estimates indicate about 40% of all trips are work related. A 1973-74 study within the Ithaca-Tompkins County region indicates that the vehicle-occupancy ratio for the work trip is only 1.25. This is consistent with studies conducted elsewhere. For comparison, vehicle occupancy ratios were about 2.0 in 1942-43. Public efforts and changes in travel behavior helped increase this to about 3.0. Thus, carpooling or ridesharing contains significant potential for reducing the total gasoline consumed by travel.

There are about 39,000 persons employed within Tompkins County. Over 35,000 of the County's residents are active participants in the labor force. The number of daily work trips associated with these people should be between 27,500 and 32,500.

The following estimated gasoline savings can be obtained by increasing the vehicle occupancy ratio for the work trip from 1.25. There are 20 work days assumed per month. The assumed average trip length is 10 miles.

TABLE 7: GASOLINE SAVINGS FROM CARPOOLING, TOMPKINS COUNTY

| Vehicle Occupancy Ratio | Daily Savings (gallons) | Monthly Savings (gallons) |
|-------------------------|-------------------------|---------------------------|
| 1.25                    | -----                   | -----                     |
| 1.50                    | 6,548 to 7,738          | 130,952 to 154,763        |
| 1.75                    | 11,225 to 13,265        | 224,490 to 265,307        |
| 2.00                    | 14,732 to 17,411        | 294,620 to 348,220        |
| 2.25                    | 17,460 to 20,635        | 349,206 to 412,699        |
| 2.50                    | 19,643 to 23,214        | 392,857 to 464,286        |
| 2.75                    | 21,429 to 25,325        | 428,571 to 506,494        |
| 3.00                    | 22,917 to 27,083        | 458,333 to 541,667        |

Advantages of Public Sponsorship

Publicly sponsored carpooling programs have become widespread during the past decade. Success has been spotty, but the evidence suggests that public participation increases the viability of carpooling. Individual communication networks are too limited for pooling possibilities to be easily identified without some broad coordination. Corporate sponsorship has been successful, but large employment sites typically are needed. Even then, company commitment

to promotion must be greater than generally has been the case. Public sponsorship provides for the potential for broad area promotion, maximizes the available base of possible participants, encourages the exchange of information among employers, and provides for guidelines and technical assistance for companies and other groups wishing to sponsor carpooling on their own.\*

#### PROGRAM ACTIVITIES

The TOMTRAN Carpool Program will attempt to achieve increased occupancy of automobiles for commuter trips within Tompkins County and between Tompkins County and its neighboring counties. Such trips account for the largest category of travel. The assumption of the carpool program is that many people could benefit from carpooling if only they were aware of its advantages and how to get started. Promotional and brokering activity seems to be required. Promotion is needed to develop a market for carpooling where latent interest exists. Promotional materials can be prepared and distributed to emphasize the advantages of carpooling, particularly the savings. The various formats for carpooling can be outlined and guidelines for cost-sharing, insurance, scheduling, etc., established. Finally, ridesharing lists can be generated from TOMTRAN surveys to identify potential participants. Some of this can be done jointly with major employers. A standardized survey format also will permit carpooling groups to be formed for individuals or groups of employers. Where other forms of ridesharing seem appropriate, such as vanpooling, individuals can be advised about these options.

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\* Some of this activity already has been initiated. For example, the Tompkins County Department of Planning has prepared the manual Ridesharing: A Manual for Employers (October 1979).

TOMTRAN will emphasize the following activities:

- (1) Promotion of the advantages of carpooling through distribution of pamphlets, posters, advertisements, news releases, etc. Major employment sites, where the potential for carpooling is greatest, will be targeted.
- (2) Facilitation of carpooling programs by major employers. Materials prepared by the County will be distributed. Employer surveys, manuals, posters, flyers, and other materials will be available.
- (3) Implementation of a carpooling program for employees of Tompkins County (total = 525) as a demonstration employer-based coordination project.
- (4) Provision of carpool services for small employers in areas of high ride-sharing potential.

#### PROGRAM BUDGET

Expenses for the Carpool Program will mostly be associated with staff time, the preparation of materials, overhead, travel, and computer time. No operating subsidy will be required for the carpools themselves.

#### PROGRAM ORGANIZATION AND ADMINISTRATION

The TOMTRAN Carpool Program will be coordinated by a Project Planner within the Tompkins County Department of Planning with the cooperation of a Ridesharing Advisory Committee affiliated with the Ithaca-Tompkins County Transportation Commission. This committee will include representatives from the Tompkins County Department of Planning, the Cornell University Office of Transportation Services (which is already promoting carpooling), and all other major employers or institutions that sponsor ridesharing activities. The Transportation Commission includes representatives from every municipality within Tompkins County as well as a representative from the New York State Department of Transportation.

## VANPOOL PROGRAM

### OBJECTIVE

To demonstrate and promote vanpooling as an attractive, economical, energy efficient, and flexible mode of commutation within rural areas.

### BACKGROUND

Vanpooling refers to a method of using vans to transport 8 to 15 passengers to and from their workplaces. On a per passenger-mile basis, it is one of the most energy efficient and inexpensive forms of motorized transportation.\*

This is particularly true of long distance vanpooling, where the relatively large fixed costs of the vehicle are spread out over a larger number of miles.

### Types of Vanpools

Three basic formats for vanpooling exist:

- (1) Individually owned or operated vanpools.
- (2) Company sponsored vanpools.
- (3) Third party vanpools.

Successful vanpool programs have been organized around each of these formats. Individually owned or operated vanpools are little different than large carpools. Company sponsored vanpools require a conscious commitment of employers to organize vanpooling and perhaps even acquire a fleet of vehicles. Once vanpooling has been successfully demonstrated within a locality, both of these approaches frequently emerge with little outside help. The perceived risks of these formats, however, often appears to inhibit the formation of vanpooling.

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\* Congressional Budget Office, Urban Transportation and Energy: The Potential Savings of Different Modes, Committee on Environmental and Public Works, U.S. Senate, Washington, D.C., September 1977.

### Third Party Vanpools

Third party leasing has been used successfully elsewhere as a way to reduce the risks associated with vanpooling and, thereby, providing an incentive to potential poolers. The sponsoring agency essentially acts as a buffer between the leasor and the lessee by assuming the primary risks associated with leaseholding. Vans are acquired when needed and then subleased to vanpooling groups. The operator screens the driver/coordinators and establishes standards for the program. Payments to the leasor are guaranteed by the sponsor. Only short-term commitments are required from riders and drivers, thereby reducing the perceived risks. In practice, sponsors have found that the risks are more apparent than real and little has been spent by the sponsoring agency as a result of their direct involvement with leasors.

### Advantages of Public Sponsorship

Public sponsorship of vanpooling has become increasingly prevalent nationwide. This approach has several advantages over individual and company sponsored vanpools. Individuals worry about large capital outlays, long-term lease commitments, personal liability, uncertain ridership, and the economic feasibility of vanpooling. Companies often are inhibited by capital expenses, Workmen's Compensation complications, anticipated overhead, or fear of involvement with vehicle fleet operations and government regulations. While all local efforts will be encouraged, municipal sponsorship helps mitigate many of these problems.

### Expanded Participation

Public sponsorship permits vanpooling to be brokered among a larger number of people. Company pooling is limited by the number of company employees; individual pooling is limited by the number of contacts possible through informal channels. Municipal sponsorship expands the potential ridership while it provides for a formal mechanism for identifying viable ridesharing groups.

### Improved Coordination

Public sponsorship also provides for more effective coordination among transportation programs and a mechanism for evaluation. Many elements of vanpool administration and management are identical to those for carpooling. Data gathering, promotion, and brokering are almost identical for carpool and vanpool programs. The potential for subscription and even regularly scheduled bus service may be identified more easily where municipal coordination already exists.

### Broader Funding Base

Available funding sources are expanded through public sponsorship. Both federal and state funds exist for public transportation programs. Vanpool programs available to the general public are eligible for much funding that similar programs available only to company employees generally are not. Finally, public sponsorship of vanpooling results in a distribution of transportation funds over a broader constituency than does conventional, fixed-route transit by itself. Broader support for public transportation services may result.

### Potential Participation in Vanpool Program

To estimate the potential number of participants in the vanpool program, the following assumptions have been made:

- (1) The cost structure of vanpooling makes it attractive primarily to those workers with daily commutes of 10 miles or more each way.
- (2) About 38,000 people are in the labor force in Tompkins County. Of these, about 32,000 are residents and about 6,000 are commuters from outside the County.
- (3) About 2,000 residents are employed outside the County.

- (4) Both employees within Tompkins County and residents will be eligible for the program.
- (5) About 7.5% of the eligible riders will be diverted to vanpools over the 3 year funding period. The rate of participation will increase in each year: 1.5% of the eligible participants will begin to vanpool in the first year; 2.5% will begin in the second year; and 3.5% will begin in the third year.

Using these assumptions, it has been estimated that there are about 12,000 potential participants in the vanpooling program that could benefit from this commuting alternative.

TABLE 8: ESTIMATED TARGET POPULATION FOR VANPOOLING

|  | Total<br>Employed | Potential Poolers<br>(# travel 10+ miles) |
|--|-------------------|---|
| Residents employed within Tompkins County    | 32,000            | 5,500                                     |
| Residents employed out of Tompkins County    | 2,000             | 1,250                                     |
| Nonresidents employed within Tompkins County | 6,000             | 5,250                                     |
| Potential Target Population                  |                   | 12,000                                    |

TABLE 9: ESTIMATED PARTICIPANTS IN VANPOOLING PROGRAM

|                              | Year 1 | Year 2 | Year 3 | Total |
|------------------------------|--------|--------|--------|-------|
| Estimated New Riders         | 180    | 300    | 420    | 900   |
| No. New Vans (10 riders/van) | 18     | 30     | 42     | 90    |
| No. New Vans (12 riders/van) | 15     | 25     | 35     | 75    |

### Vanpool Costs

It is difficult to estimate the anticipated costs to the vanpooler with any confidence. Still, costs tend to be lowest for longer trips and for larger vanpooling groups. Using the proposed contract costs for vans leased from Van American Network, Inc. (4/14/80), including insurance, inspection, administration of the leases, and contingency funds, the following table indicates the costs to the individual for different distance, and vanpooling group combinations. The operating costs are estimated at \$0.18 per mile.

TABLE 10: OPERATING COSTS FOR VANPOOLS

|                           | 10     | 20     | 30     | 40     | 50     |
|---------------------------|--------|--------|--------|--------|--------|
| Daily round trip distance | 10     | 20     | 30     | 40     | 50     |
| Monthly RT distance       | 210    | 420    | 630    | 840    | 1,050  |
| RT distance x \$0.18/mi.  | 37.80  | 75.60  | 113.40 | 151.20 | 189.00 |
| Fixed cost of lease       | 455.69 | 455.69 | 455.69 | 455.69 | 455.69 |
| Total monthly cost        | 493.49 | 531.29 | 569.09 | 606.89 | 644.69 |

TABLE 11: MONTHLY FARES FOR VANPOOLERS

| Number of<br>Passengers | Distance Traveled (Round Trip) |       |       |       |       |
|-------------------------|--------------------------------|-------|-------|-------|-------|
|                         | 10                             | 20    | 30    | 40    | 50    |
| 8                       | 61.69                          | 66.41 | 71.14 | 75.86 | 80.59 |
| 9                       | 54.83                          | 59.03 | 63.23 | 67.43 | 71.63 |
| 10                      | 49.35                          | 53.13 | 56.91 | 60.69 | 64.47 |
| 11                      | 44.86                          | 48.30 | 51.74 | 55.17 | 58.61 |
| 12                      | 41.12                          | 44.27 | 47.42 | 50.57 | 53.72 |
| 13                      | 37.96                          | 40.87 | 43.78 | 46.68 | 49.59 |

## PROPOSED ACTIVITIES

The TOMTRAN Vanpool Program is a companion to the Carpool Program as both emphasize ridesharing. It assumes that many people would benefit from vanpooling if only they were aware of its advantages and knew how to get started. As with carpooling, only more so, promotion is needed to develop a market for vanpooling where latent interest exists. Despite the similarities, vanpools are most effective for longer distance trips than are carpools. Furthermore, the institutional and financial obstacles to vanpooling generally are greater. Thus, the TOMTRAN Vanpool Program will require all of the activities described earlier for the Carpool Program plus several additional activities.

The following activities will be emphasized:

- (1) Promotion of the advantages of vanpooling through distribution of pamphlets, posters, advertisements, news releases, etc. Major employment sites, where the potential for vanpooling is greatest, will be targeted.
- (2) Development of guidelines for vanpooling, including how to organize, finance, and insure them.
- (3) Facilitation of vanpooling programs by major employers. TOMTRAN materials will be distributed, including survey forms, manuals, posters, flyers, and maps.
- (4) Implementation of a vanpool program for employees of Tompkins County as a demonstration employer-based coordination project.
- (5) Provision of vanpool services for small employers in areas of high vanpooling potential.
- (6) If appropriate, arrangement for third-party leasing.
- (7) Where appropriate, provision of incentives to vanpooling.

## PROGRAM BUDGET

Expenses for the TOMTRAN Vanpool Program will be incurred by staff time, the preparation of materials, overhead, and travel. In addition, to stimulate interest in vanpooling and to remove some of the barriers, perceived and real, two prime incentive programs will be considered.

- (1) Vanpool formation incentive.
- (2) Vanpool ridership incentive.

A total request of \$25,000 from the ARC is required for the TOMTRAN Vanpool Program. Other appropriate incentives may be explored during the first year, for inclusion in the second year program.

### Vanpool Formation Incentive

For each new eligible vanpool, up to 50% of the first month's leasing and insurance costs will be provided by the program. To be eligible, a vanpool driver/coordinator must apply to the Program Director and provide evidence that a commitment to lease has been made and initial expenses incurred. Besides stimulating vanpool formation, this subsidy provides a mechanism for keeping track of the number of vanpools of all types operating within the County.

### Vanpool Ridership Incentive

To help alleviate cash flow problems resulting from temporary loss of riders, vanpools will be eligible for a limited monthly subsidy when ridership drops below a minimum threshold or where documented rider costs exceed a maximum level established by the Program Director. This level will reflect the known costs of van operation and will only be available where insufficient ridership exists.

## PROGRAM ORGANIZATION AND ADMINISTRATION

Tompkins County can sponsor a vanpool program through the Ithaca-Tompkins County Transportation Commission. Commission members are appointed by each municipality within the County. The Commissioner of Planning is an ex-officio member. Alternatively, a nonprofit corporation can be established with members of the Commission as its Board of Directors. Other Directors also can be appointed. The Corporation would remain under the control of the County and its municipalities while, at the same time being eligible for funds available to nonprofit organizations and legally able to enter into contracts.

### Policy

It is proposed that the Commission or the Corporation be the policy making group. This group shall perform the following functions:

- (1) Establish program policy.
- (2) Approve and submit grant and funding proposals.
- (3) Accept grant monies.
- (4) Approve bid specifications.
- (5) Award leasing contracts.
- (6) Approve guidelines for co-signing and terminating leases.
- (7) Evaluate progress.

### Operations

A Project Planner will coordinate the operations of the program. Working within the Tompkins County Department of Planning, the Planner will, in conjunction with the Project Director and the Commissioner of Planning, establish program operating procedures consistent with policies established by the Board of Directors. Functions of the Project Planner will include:

- (1) Organizing and managing a vanpool work program.

- (2) Coordinating driver recruitment and testing, licensing requirements for drivers.
- (3) Coordinating support services for the ridesharing program and other related transportation projects.
- (4) Facilitating vanpooling among employers and groups of individuals.

Functions of the Project Director include:

- (1) Coordinating Vanpooling advertising and promotion.
- (2) Co-signing leases between leasing companies and vanpool groups on behalf of the Board of Directors.
- (3) Closing out or renegotiating expired leases for third-party vans.

#### Technical Support

Technical support for the program will be provided by the Tompkins County Department of Planning. Support will be needed for:

- (1) Gathering and analyzing data about potential riders, user satisfaction and the program as a whole.
- (2) Preparing graphic materials.
- (3) Clerical and secretarial services.
- (4) Office facilities.

## SCHOOL BUS UTILIZATION PROGRAM

### OBJECTIVE

To demonstrate ways by which existing school bus fleets may be used as part of a comprehensive system of publicly sponsored transportation services.

### BACKGROUND

#### The Importance of School Buses

Within Tompkins County, as within other rural counties, the number of buses owned and operated by school districts far exceeds those owned by all other operators combined. Indeed, school districts own all of the buses within many rural counties. Yet, state law essentially restricts the use of these vehicles to the movement of pupils within the public school systems. Much would be gained if this rolling stock could be made available to satisfy a broader range of transportation needs.

#### Local Activities

On April 30, 1980, the Tompkins County Department of Planning (TCDP) met with the transportation supervisors of the Ithaca City and Central School Districts within the Tompkins-Seneca-Tioga BOCES Service Area. A follow-up meeting with School District Superintendents was held on June 3, 1980.

Opportunities for the use of school buses as part of a two or three year demonstration program were discussed. Those in attendance agreed that the concept of broadening the use of school buses to serve the larger educational community was worth exploring. But, the consensus of the meetings stressed the importance of addressing legal and regulatory obstacles as a first priority.

### Legal Obstacles

Briefly, the chief legal obstacles stem from the New York State Education Law which delineates the operating assistance program for school district transportation, limits the authority to contract for transportation services between a school district, BOCES, and community college and restricts the use of school buses, beyond pupil transportation, to youth recreation programs and senior citizen and handicapped populations. Presently, the proposed services would not be permitted. (See Part V, TOMTRAN Working Paper No.1)

### Needed Legislation

Discussions with the Education Department have clarified the need for special home rule legislation to authorize any broadened use of school buses. The Honorable Hugh S. MacNeil (128th Assembly District) agreed to sponsor the legislation to enable the community college students at TC-3 to be transported by school buses. Legislation also would be required if school buses are to be used for other members of the traveling public.

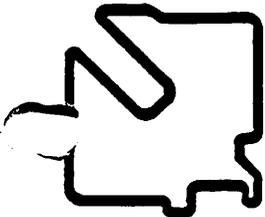
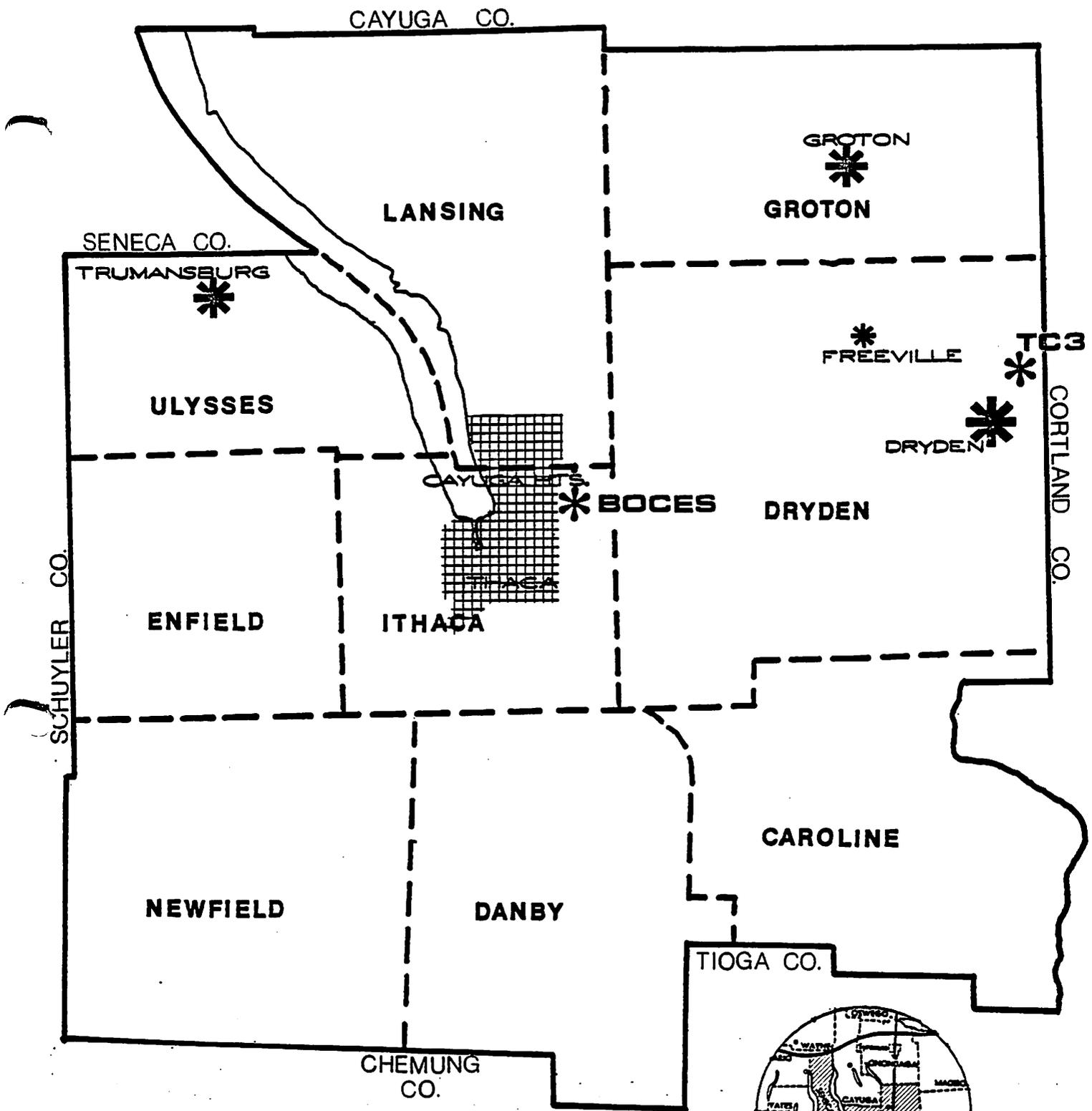
### PROGRAM ACTIVITIES

The TOMTRAN School Bus Utilization Program would pursue ways to make more effective use of school buses to satisfy rural transportation needs, integrating them into a comprehensive transportation service plan.

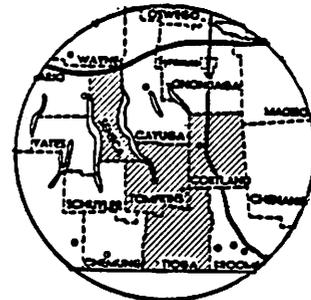
### School Bus Utilization Approaches

Two methods will be pursued to more efficiently use school buses. These may be briefly described as follows:

- (1) Transportation of community college students to the Tompkins-Cortland Community College, located in Dryden, New York. The community college transportation service would utilize the pupil collection system of participating school districts and buses destined for BOCES.
- (2) Provision of subscription bus service for school district employees when buses are not being otherwise used.



**MAP 5**  
**SCHOOL BUS UTILIZATION PROGRAM:**  
**TOMPKINS COUNTY AND TOTAL SERVICE AREA**



**KEY:**

**MAP NUMBER:** \_\_\_\_\_

**REFERENCES:**  
 BASE MAP NYS&PS, 1967  
 TOMPKINS CO. HWY. MAP, 1972  
 UPDATED BY TC&P, JAN, 1980

**PREPARED BY:**  
 TOMPKINS COUNTY DEPT.  
 OF PLANNING, ITHACA, N.Y.

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PLAN A: Transportation of Community College Students

TC-3 is one of the major educational institutions in Tompkins County with a current enrollment of 3,200 students for day and evening classes. Many find it difficult to travel to the campus. While state aid for transportation regulations do not provide for students above the secondary school level, it seems that transportation of the TC-3 students is compatible with transportation of public school students. Many TC-3 students, in fact, are completing high school equivalency requirements in lieu of enrolling in the twelfth grade in high school. Opportunities for exchange students with BOCES is enhanced.

Each central school district within the Tompkins-Seneca-Tioga BOCES area plus the Ithaca City School District provides transportation services for public school students who take classes at BOCES according to the following schedule:

- 8:00 - 8:20 Arrive at BOCES with students; return empty to district schools.
- 11:00 - 11:20 Arrive at BOCES empty to return students to district schools.
- 12:00 - 12:20 Arrive at BOCES with students; return empty to district schools.
- 2:00 - 2:20 Arrive at BOCES empty to return students to district schools.

(South Seneca and Candor Central School buses remain at BOCES during morning and afternoon sessions instead of returning to school districts.)

Facilitation of transit for TC-3 students could be as follows:

- (1) TC-3 students could be picked up along with public school students if there is available space and taken to area schools. Those not able to be picked up could park at a designated park-and-ride area on the school grounds or at another nearby designated lot for pickup by the BOCES bus.
- (2) Students board the BOCES-bound bus after showing their TC-3 student identification card.
- (3) Get off at BOCES and transfer to a BOCES-TC3 shuttle (explained on next page).
- (4) Return from TC-3 to BOCES on shuttle in time to board district bus.

Options for BOCES-TC3 shuttle:

- (1) Dryden School bus used between district and BOCES.
- (2) South Seneca or Candor Central School bus which otherwise remains at BOCES during morning and afternoon session.
- (3) An extra school bus leased from a school district for all-day Ithaca-BOCES-TC3 service according to the following general schedule. Ithaca service provided to downtown, high school, Cornell University and other county connecting routes.

| <u>Departure from BOCES</u> | <u>Departure from TC3</u> | <u>Departure from Ithaca</u> |
|-----------------------------|---------------------------|------------------------------|
| 8:30 to TC3                 | 9:00 to Ithaca            | 9:30 to TC3                  |
|                             | 10:00 to Ithaca           | 10:30 to TC3                 |
|                             | 11:00 to BOCES            |                              |
| 11:30 to TC3                | 12:00 to BOCES            |                              |
| 12:30 to TC3                | 1:00 to Ithaca            | 1:30 to TC3                  |
|                             | 2:00 to BOCES             |                              |
| 2:30 to Ithaca              |                           | 3:00 to TC3                  |
|                             | 3:30 to Ithaca            | 4:00 to TC3                  |
|                             | 4:30 to Ithaca            | 5:00 stop                    |

PLAN B: Bus Pool Services for Education Employees

School districts within the Tompkins-Seneca-Tioga BOCES area currently have at least one bus not being used daily for transportation of pupils. It is suggested that these vehicles be leased for a subscription bus pool for district employees.

Employees of a school district, BOCES, or TC-3 would organize a subscription bus service where feasible. A bus would pick up persons at designated stops or park-and-ride lots and take them to work. Before boarding the bus, riders would show a pass indicating prepayment through payroll deductions. No fare would be collected. The subscription bus is not a common carrier. The subscription service would operate on a financially self-sustaining basis and could serve residential clusters surrounding district schools.

### Costs

Central Districts and the Ithaca City School District presently provide transportation service for students between their respective schools and BOCES in the morning and afternoon. Generally, buses are not full while transporting students and return empty after dropping the students off. It is expected that by providing room for TC-3 students on these runs, that there would not be any additional difficulties nor require additional service. Consequently, there should be little or no additional costs for this aspect of the service or if the Dryden School bus is used as the BOCES-TC3 shuttle.

Estimated costs for the BOCES-TC3 shuttle options two and three are calculated using the suggested fees by the Ithaca City School District for use of their buses: \$24 for the first hour, \$14 for additional hours plus \$.65 per mile (which for estimation purposes may be appropriate to raise to \$.80 per mile assuming gas price increases). Use of the South Seneca or Candor buses for a shuttle between BOCES and TC-3 during the time it would normally wait at BOCES is approximately \$12,500 for a nine month period. (This assumes 48 miles per day and salary excluded from calculations since a driver is already being paid.) Full day BOCES-TC3-Ithaca service using an all-day leased bus is approximately \$58,000 for a nine month period (230 miles per eight hour day). Use of the Dryden bus should not incur additional costs.

### Program Benefits

A number of benefits to the participating institutions and the community are apparent:

- (1) Community college student bus service would lower the cost of transportation for the participants. Alternative transportation to educational and job training programs would increase accessibility for unemployed and disadvantaged persons--many of which live outside of the Ithaca Urban Area and existing transit services.

- (2) Cooperative transportation arrangements between a school district, a board of cooperative educational services, and a community college increases accessibility to educational programs to the benefit of individuals, participating institutions, and the quality of life of the community.
- (3) Enables the efficient utilization of school bus fleets. When not needed for the transportation of school district pupils, school buses could be used or leased to provide transportation for community college students on a financially self-sufficient basis. The costs of the service would be borne by the users and would not affect the school district real property taxes or the state transportation quota.
- (4) Subscription bus service would lower the transportation cost for the participants and operate on a self-supporting basis.
- (5) Both services support the national objective of gasoline conservation.

#### Long-Range Purposes

- (1) Facilitate the benefits noted above.
- (2) Determine the feasibility of using school buses in a comprehensive county transportation service program.
- (3) Enable community college students and school district employees the opportunity of using various transportation services in the county with no loss of State aid to the school districts for providing transportation services. Note that in the early 1970s, the Ithaca City School District was approached by the State Transportation Department to determine if use of school buses for commuter services was feasible. At that time there was no indication by the public of its willingness to use the buses. It is felt that because of the increased cost of transportation that attitudes will have changed.

#### Implementation Strategy

- (1) Enactment of home rule legislation authorizing the school districts in Tompkins Cortland, Tioga, and Seneca Counties, the local BOCES and TC-3 to participate in the program.
- (2) Development of the plan with school districts, BOCES, TC-3 and the State Education Department; identifying costs, funding sources, regulatory issues, and organizing the system.
- (3) Approval by district school boards, BOCES, and TC-3 to allow use of school buses and to participate in the program. While approval by all boards is not necessary for program implementation, its success is more likely with approval by a larger number of boards.
- (4) Coordination of schedules.

#### PROGRAM BUDGET

Expenses for the TOMTRAN School Bus Utilization Program will principally be related to operating costs associated with the service described. It is unlikely that school buses will be able to collect fares to help offset any operating expenses. However, it may be possible to arrange payment through subscription or "user-side" subsidies by Tompkins-Cortland Community College. Subsidies will be needed to cover the remaining costs of providing the service.

Other costs associated with the School Bus Utilization Program will include any necessary staff time, the preparation of materials, overhead, and travel. A request for \$20,000 from the ARC is required for the School Bus Utilization Program.

#### PROGRAM ORGANIZATION AND ADMINISTRATION

The TOMTRAN School Bus Utilization Program will not require Tompkins County to assume an operations role. Rather, the Tompkins County Department of Planning will serve as broker and facilitator of this program. Technical studies, research, coordination, and evaluation will be provided by the Tompkins County Department of Planning.

Should enabling legislation be passed, a School Bus Utilization Advisory Committee will be convened to provide advice on program operations and enhance the coordination activities. Such a committee will consist of representatives from the Tompkins County Department of Planning, Tompkins-Cortland Community College, BOCES, and all school districts expressing an interest in participation. This Committee will be organized as a subcommittee of the Ithaca-Tompkins County Transportation Commission. All municipalities within Tompkins County are represented on the Transportation Commission.

Actual administration of the program, including the necessary accounting for program funds, will be provided under the supervision of the Tompkins County Commissioner of Planning and the TOMTRAN Project Director.

## PARK-AND-RIDE PROGRAM

### OBJECTIVE

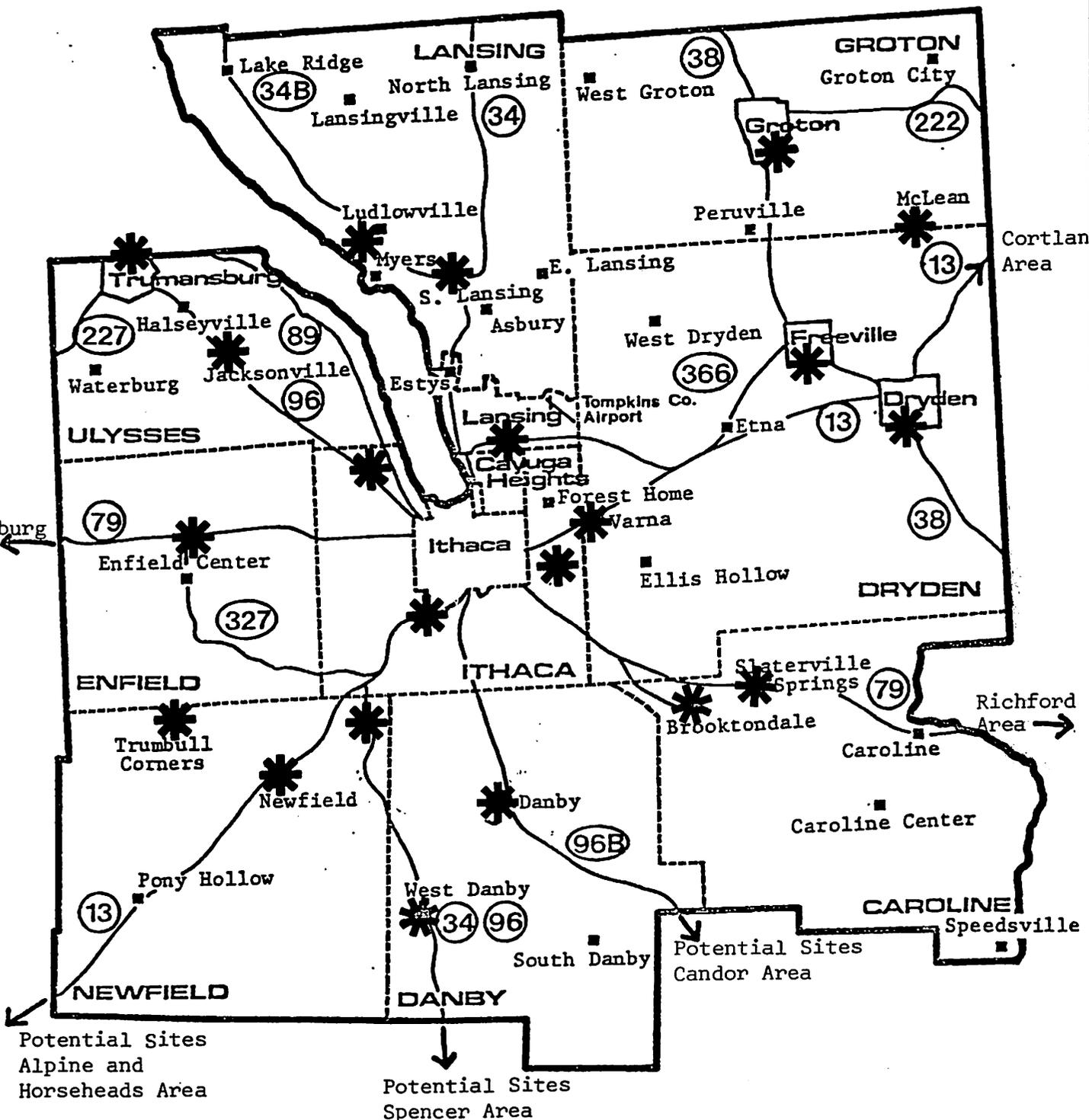
To provide facilities at accessible locations which may be used for carpooling, vanpooling, or bus pick-up points and to demonstrate and evaluate their value within rural areas.

### BACKGROUND

Park-and-Ride, Park-and-Pool, and other commuter parking facilities have been provided within many urbanized areas as interfaces between solo automobile travel and more efficient modes. People may park their vehicles at these sites and meet carpools, vanpools, buses, or trains. Where properly located, these facilities have reduced the number of vehicles on the roads, saved energy, and produced savings to the individual. Few examples of Park-and-Ride facilities exist in rural areas. However, low densities suggest that they would effectively complement any attempts to improve rural transportation. Indeed, they may be needed to generate participation.

### PROGRAM ACTIVITIES

It is proposed that Park-and-Ride facilities be located at accessible places throughout Tompkins County and adjoining areas to serve as collection points for commuters to and from the County. General locations already have been suggested by the Tompkins County Department of Planning (see Map 6). Municipalities have been asked to identify specific sites and sponsor their designation. The County Board of Representatives has offered to provide the necessary signs and to subsidize any costs of added insurance liability that may be incurred. To date, three municipalities have designated sites but signing has not taken place.

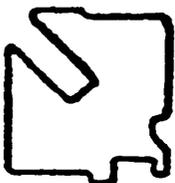


MAP NO. 6

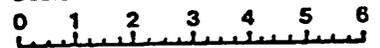
**TOMPKINS COUNTY**

Park-and-Ride Sites \*  
Suggested Locations - October 1979

Prepared by  
Tompkins County Dept. of Planning



Scale in miles



Over the proposed program period, it is anticipated that the number of facilities and the size of facilities will increase.

#### PROGRAM BUDGET

Expenses for the TOMTRAN Park and Ride Program will essentially be limited to staff time, the preparation of materials, overhead, and travel. Signs have already been designed and printed with funding from the Tompkins County 1980 budget. However, they must still be mounted on posts and installed. Additional expenses may be incurred as a result of increased insurance liability associated with County sponsorship of a program using private sites. Further, since signs will be offered to neighboring counties as they are needed, additional signs may need to be printed.

#### PROGRAM ORGANIZATION AND ADMINISTRATION

The TOMTRAN Park and Ride Program can be administered out of the Tompkins County Department of Planning. Relatively little time and coordination should be necessary to maintain this program. However, it will be important to coordinate the activities related to the other TOMTRAN programs so that the Park and Ride sites remain integrated with the evolving system of transportation services. The Ithaca-Tompkins County Transportation Commission will be kept informed of new opportunities for municipal participation in this program.

### 3. b. PROJECTIONS

TOMTRAN is not a single program but a collection of transportation programs that are intended to complement one another by each addressing the limited segment of the travel market for which it is best suited. In most cases, planning activities or even abbreviated services already have begun. However, additional staff will be needed for full implementation. Other programs require capital equipment with delivery times of six months to a year. Since funding for new staff and equipment depend upon approval of this proposal, it may take several months for tangible benefits from TOMTRAN. Nonetheless, because of ongoing activities during the past year, pieces of TOMTRAN will be in place on September 1, 1981. Projected targets for each of the TOMTRAN elements are described below.

### SUBURBAN TRANSIT PROGRAM

Elements of the Suburban Transit Program proposed for TOMTRAN have already been put in place. Northeast Transit (NET) has been in operation as a locally supported demonstration project since September, 1979. It provides peak-hour service for a limited part of the suburban Ithaca area. East Ithaca Transit (EIT) was initiated on 1/26/81, also as a limited demonstration. It serves a different suburban area. EIT was proposed by TOMTRAN, but the ARC funding cycle was longer than anticipated and public support for EIT was unexpectedly high. Both NET and EIT will be evaluated during the summer, 1981, and TOMTRAN will be an important factor in this process. The Suburban Transit Program proposed in integrate NET and EIT, improve scheduling and routing, and expand service into midday and Saturday. Ridership projections are shown in Table 12.

### RURAL TRANSIT PROGRAM

Although rural fixed-route public transportation is generally not viable, TOMTRAN's approach emphasized identifying special situations that are exceptions to the general rule. Most promising within the TOMTRAN service region is the Ithaca-Dryden-TC3 corridor identified within this proposal. However, several obstacles presently stand in the way of fixed-route rural transit service. Unavailable equipment, disinterested operators, "franchise" conflicts, and prospective operating deficits are among them. Nevertheless, planning for a demonstration Rural Transit Program has continued.

It is hoped that a willing operator, adequate equipment, and sufficient local support can be arranged by September 1, 1981. If so, and if TOMTRAN funding is forthcoming, service will be initiated in September. Otherwise, it will be delayed. Assuming a September start-up date, monthly, quarterly, and annual projections are shown in Table 12.

TABLE 12

Projected Ridership, Suburban and Rural Transit  
(Passenger-trips)

| <u>Period</u>  |                  | <u>Suburban Transit</u> | <u>Rural Transit</u> |
|----------------|------------------|-------------------------|----------------------|
| <u>Quarter</u> | <u>Months</u>    |                         |                      |
| 1              | September        | 11,000                  | 3,600                |
|                | October          | 13,000                  | 4,400                |
|                | November         | 12,750                  | 5,200                |
| 2              | December         | 10,000                  | 5,000                |
|                | January          | 12,000                  | 4,000                |
|                | February         | 15,500                  | 5,400                |
| 3              | March            | 14,500                  | 5,400                |
|                | April            | 13,750                  | 5,300                |
|                | May              | 8,000                   | 4,600                |
| 4              | June             | 5,250                   | 2,400                |
|                | July             | 5,000                   | 2,300                |
|                | August           | 4,250                   | 2,400                |
|                | <u>Quarterly</u> |                         |                      |
|                | 1st Quarter      | 36,750                  | 13,200               |
|                | 2nd Quarter      | 37,500                  | 14,400               |
|                | 3rd Quarter      | 36,250                  | 15,300               |
|                | 4th Quarter      | 14,500                  | 7,100                |
|                | <u>Annual</u>    | 125,000                 | 50,000               |

## JITNEY PROGRAM

The proposed Jitney Program is designed to fill the gap between conventional fixed-route transit and demand-responsive or taxi service. The typical jitney is expected to be owner-operated, essentially running on a fixed route, but sufficiently flexible to provide for the travel needs in very low density areas or low-demand time periods. They may complement fixed-route transit as feeders or by providing midday, nighttime, or weekend services.

Planning studies already have been initiated to identify viable jitney routes, to project riderships, and estimate the costs and returns for prospective operators. As common carriers operating on public roads, jitney operators will need to be certified by NYS DOT. A guide to certification will be prepared by the Tompkins County Planning Department by September 1981.

A major advantage of jitneys is that the capital constraints are not so severe as for conventional transit. Vans suitable for such service can be obtained on relatively short notice. Therefore, it may be possible to initiate at least one jitney route in September 1981. However, no subsidy and only limited staff assistance may be available to facilitate this demonstration until TOMTRAN funding is confirmed. Jitney services may not become widespread until sometime after the first quarter of the proposed program, perhaps in early 1982. Projected estimates for jitney operations are shown in Table 13.

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Table 13  
 Projections for  
 Jitney Operations within Tompkins County

| Period      | No. of<br>Operators | No. of<br>Vehicles | Passenger-<br>Trips |
|-------------|---------------------|--------------------|---------------------|
| 1st Quarter | 1                   | 1                  | 2,500               |
| 2nd Quarter | 2                   | 2                  | 6,000               |
| 3rd Quarter | 3                   | 4                  | 15,000              |
| 4th Quarter | 4                   | 6                  | 25,000              |
| Year        |                     |                    | 46,500              |

CARPOOL AND VANPOOL PROGRAMS

The Tompkins County Department of Planning has advocated ridesharing since the fall of 1979 as an effective means of improving accessibility, reducing travel costs, and conserving energy. A simplified matching system has been designed, a ridesharing manual has been produced and distributed, and public and private discussions with major employers have taken place. Evidence suggests little impact. Neither employers nor the TCDP have been able to devote sufficient staff time and resources to actively pursue carpooling or vanpooling programs. TOMTRAN provides for sufficient funding to overcome this problem.

Once funding is confirmed, it will be possible to designate a ridesharing coordinator who will actively organize and promote ridesharing activities. A successful program will require such a person. Projections for funded Carpool and Vanpool Programs are shown in Table 14.

Table 14

Quarterly Projections,  
Carpool and Vanpool Programs

| Period      | Ridesharing Applications Received | Individuals Matched (Carpools) | No. of New Carpools | Individuals Matched (Vanpools) | No. of New Vanpools |
|-------------|-----------------------------------|--------------------------------|---------------------|--------------------------------|---------------------|
| 1st Quarter | 800                               | 100                            | 30                  | 24                             | 2                   |
| 2nd Quarter | 900                               | 150                            | 45                  | 60                             | 5                   |
| 3rd Quarter | 600                               | 100                            | 30                  | 48                             | 4                   |
| 4th Quarter | 400                               | 75                             | 25                  | 48                             | 4                   |
| Fiscal Year | 2,700                             | 425                            | 130                 | 180                            | 15                  |

CARPPOOL AND VANPOOL PROGRAMS

CARPPOOL AND VANPOOL PROGRAMS

The Taxpayers' Council Report out of Washington has reported that since the fall of 1979 as an effective means of reducing travel costs and conserving energy. The Taxpayers' Council has been assigned the responsibility of planning, promoting and distributing, and public and private discussions with major employers have taken place. Evidence suggests that the impact of these programs for the TCBP have been able to save sufficient staff time and resources to actively pursue carpooling and vanpooling programs. The TCBP provides for a sufficient funding to overcome this problem.

and training is continued. It will be possible to designate a coordinating coordinator who will be in a position to coordinate activities. A successful program will require such a person. Projections for a funded carpool and vanpool programs are shown in

Table 11.

SCHOOL BUS UTILIZATION PROGRAM

As of March, 1981 the School Bus Utilization Program already has progressed to a "wait and see" stage. Local school districts and BOCES have supported the concept, obstacles have been identified, and it is hoped that home rule legislation permitting the use of school buses to transport TC3 students will be passed by the time TOMTRAN funding is confirmed. If this is the case, the following targets seem reasonable.

- 1st Quarter: Participation of at least one school district.  
Arrangement for shuttle from BOCES to TC3.
- 2nd Quarter: Participation of four to six school districts.  
Coordination of schedules with Tompkins Rural Transit.
- 3rd Quarter: Full participation by eligible school districts.  
Meetings regarding broadened authority for school districts.
- 4th Quarter: If locally supported, preparation and submission of request for broadened authority for school districts.  
Evaluation of 1st year's activities.

PARK-AND-RIDE PROGRAM

A limited Park-and-Ride Program has been in effect within Tompkins County since October, 1979. However, only a single Park-and-Ride site has been designated and identified by signs as of March, 1981. The lack of interest can be attributed to the unavailability of transit or paratransit service to and from such sites and to the lack of widespread participation in ridesharing. To the extent that funding for TOMTRAN will increase the capacity for ridesharing promotion and coordination, as well as lead to broadened availability of transit services, the utility of park-and-ride locations will increase. The Park-and-Ride Program complements all of the transportation services proposed by TOMTRAN. Projected targets for the Park-and-Ride Program are included in Table 15.

Table 15

Projected Targets  
Park-and-Ride Program

| Period      | No. of New Sites Designated | Vehicle Capacity of New Sites | New Sites Served by Transit or Jitneys |
|-------------|-----------------------------|-------------------------------|--|
| 1st Quarter | 1                           | 20                            | 1                                      |
| 2nd Quarter | 2                           | 35                            | 1                                      |
| 3rd Quarter | 2                           | 35                            | 1                                      |
| 4th Quarter | 2                           | 35                            | 1                                      |
| Total*      | 8                           | 140                           | 4                                      |

\* Includes Park-and-Ride sites already identified.

TRANSIT SERVICES

A Transit Services program has been in effect within the County since October, 1972. However, only a single route was operated and identified by signs as of March, 1973. The lack of interest can be attributed to the unavailability of transit or paratransit services to and from each area and to the lack of widespread participation in the program. To the extent that funding for TRANSIT will increase the cost of providing protection and coordination, as well as lead to increased availability of transit services, the utility of paratransit locations will increase. The Transit Services program complements all of the transportation services proposed by TRANSIT. The listed routes for the Transit Services program are included in Table 1.



### 3.c. EVALUATION PROCEDURE

The evaluation procedure for TOMTRAN follows a two step process: (1) the performance of each program is monitored on an ongoing basis and (2) a progress report will be completed each quarter. The overall assessment of TOMTRAN is tailored to the project's objectives (see page 6). Each objective has one or more criterion which will be measured through the collection of data on a continual basis. Standards, representing policy guidelines for each program, will be incorporated as criteria after legislative approval. The deliniation of the criteria for each program will proceed its implementation. A list of the TOMTRAN objectives and an anlysis program is presented below.

| <u>Objective</u>   | <u>Analysis Program</u>  |
|--|--|
| (1) Improve labor force accessibility.   | Evaluate use of ridesharing, fixed-route transit, park-and-ride and jitney programs by employees.  |
| (2) Improve accessibility to educational institutions for students and public. | Evaluate student and public use of services oriented towards Cornell, I.C. and TC-3.   |
| (3) Improve accessibility to commercial, recreational and cultural activities. | Evaluate off-peak utilization of fixed-route transit and jitneys.  |
| (4) Encourage private sector participation.                                    | Assess sponsorship of ridesharing programs and jitney formation.   |
| (5) Coordinate providers of special transportation services.                   | Evaluate opportunities for Gadabout and Tompkins County Economic Opportunity Corporation participation in TOMTRAN.   |
| (6) Target services to maximize market penetration.                            | Evaluate market potential and compare with participation rates.  |
| (7) Improve transfer and coordination between programs.                        | Evaluate obstacles to transfers between fixed-route services. Coordinate transit schedules with services to the Tompkins Community Hospital. Assess feeder connections between modes utilizing the park-and-ride lots. |

- |   |  |
|---|--|
| (8) Coordinate programs with neighboring counties.            | Evaluate participation in the School Bus Utilization Program. Evaluate coordination with Seneca County for rural jitney service. Study potential for coordinating transit services with Cortland County. |
| (9) Coordinate TOMTRAN promotion.                             | Evaluate promotion strategy, graphics, schedules, and advertising.   |
| (10) Serve residential and commercial clusters in the County. | Evaluate route design of transit and jitney programs. Assess coverage of services in the County.   |
| (11) Plan for self-sufficiency.                               | Evaluate efforts to consolidate services and management structure. Assess long-term capital requirements and funding sources.  |
| (12) Reduce traffic volumes during peak hour periods.         | Compile traffic counts.  |
| (13) Improve efficient use of existing capital resources.     | Evaluate ridesharing programs. Survey auto occupancy. Estimate fuel savings.   |

#### PROGRAM DATA AND STATISTICS

The data collection process is a central element of the evaluation procedure.

Data collection provides the basis for assessing the project's progress in meeting its objectives and in sharing the experience with other rural counties. A description of the data base is described below.

##### Suburban and Rural Transit Programs

The data base for both conventional, fixed-route transit programs include the same variables. The information base is divided into four general categories.

- Transit Service Supply, includes data and statistics describing the level of service provided by the transit programs.
- Transit Service Demand, describes the level of transit demand experienced by the transit systems.
- Transit Revenue and Expense Characteristics, which includes data describing the revenue, expense and net income characteristics of transit operations.
- Transit System Characteristics, includes statistics describing the operating nature of the transit systems.

The data for transit service supply include the following:

| <u>Variable</u>  | <u>Definition</u>  |
|--|--|
| (1) Total Annual Bus Miles                             | Sum of all vehicle miles operated in common carrier service.                                 |
| (2) Service Area Population                            | The population of the area accessible to transit service, residing within 1/4 mile of route. |
| (3) Vehicle Seat Miles                                 | (1) x vehicle seating capacity.  |
| (4) Annual Bus Miles Operated Per Person Served        | (1) ÷ (2).   |
| (5) Annual One-Way System Route Miles                  | The sum of the actual length (one way) of all streets traversed by buses.                    |
| (6) One-Way System Route Miles Per 1000 Persons Served | [(5) ÷ (2)] x 1000.  |
| (7) Annual Revenue Bus Miles                           | (1) minus deadhead miles.  |
| (8) Annual Revenue Bus Miles Per Person Served         | (7) ÷ (2).   |
| (9) Vehicle Hours                                      | Hours of transit operation.  |

The transit service demand statistics include:

|  |   |
|--|---|
| (10) Annual Passengers                             | Total number of transit riders during the year paying a full or reduced fare. |
| (11) Annual Passengers Per Annual Bus Mile         | (10) ÷ (1).   |
| (12) Annual Passengers Per Annual Revenue Bus Mile | (10) ÷ (7).   |
| (13) Annual Passengers Per One-Way Route Mile      | (10) ÷ (5).   |

The revenue and cost statistics include:

|                                     |   |
|-------------------------------------|---|
| (14) Passenger Revenue              | Fares, including transfer and zone charges, paid by transit passengers. |
| (15) Passenger Revenue Per Bus Mile | (14) ÷ (1).   |
| (16) Average Fare                   | (14) ÷ (10).  |

|                                    |  |
|------------------------------------|--|
| (17) Operating Costs               | Sum of all transit operating expenses. |
| (18) Operating Cost Per Bus Mile   | (17) ÷ (1).                            |
| (19) Operating Cost Per Passenger  | (17) ÷ (10).                           |
| (20) Revenue - Cost Ratio          | (14) ÷ (17).                           |
| (21) Revenue Per Vehicle Hour      | (14) ÷ (7).                            |
| (22) Cost Per Vehicle Hour         | (17) ÷ (7).                            |
| (23) Total Subsidy or Contribution | Non-revenue income.                    |
| (24) Revenue/Subsidy Ratio         | (14) ÷ (23).                           |

Transit system characteristics include the following:

|                                       |  |
|---------------------------------------|--|
| (25) Total Base Seat Miles            | Vehicle revenue miles for all day service x vehicle occupancy. |
| (26) Total Peak Seat Miles            | Vehicle revenue miles for peak service x vehicle occupancy.    |
| (27) Ratio of Peak to Base Seat Miles | (26) ÷ (25).   |
| (28) Employees per Bus                |  |

#### Jitney Program

Desirable and potentially viable Jitney routes will be identified by TOMTRAN. Operators will be encouraged to service these routes. To qualify for assistance, operators will be required to submit an application and brief monthly reports. These will provide the data base for evaluation. Community and rider surveys will supplement these data.

The following variables will be compiled for the Jitney Program:

| <u>Variable</u>                              | <u>Definition</u>                      |
|--|--|
| (1) Total Applications                       | Jitney operator applications received. |
| (2) Total Jitney Operators Providing Service | Operators providing active service.    |
| (3) Total Vehicle Miles                      | Per operator and total for County.     |

|                                       |                                    |
|---------------------------------------|------------------------------------|
| (4) Vehicle Revenue Hours             | Per operator and total for County. |
| (5) Service Area Population           |                                    |
| (6) Vehicle Miles Per Person Served   | (3) ÷ (5).                         |
| (7) Total Passengers                  |                                    |
| (8) Total Passenger Revenue           |                                    |
| (9) Total Operating Costs             |                                    |
| (10) Average Fare                     | (8) ÷ (7).                         |
| (11) Operating Cost Per Passenger     | (9) ÷ (7).                         |
| (12) Passenger Per Vehicle Mile       | (7) ÷ (3).                         |
| (13) Passenger Per Vehicle Hour       | (7) ÷ (4).                         |
| (14) Passenger Revenue/Operating Cost | (8) ÷ (9).                         |
| (15) Total Costs                      | Including capital costs.           |
| (16) Total Revenues                   | Including non-passenger revenue.   |
| (17) Revenue/Subsidy Ratio            | If applicable.                     |

#### Ridesharing Programs

The Ridesharing Programs will be evaluated for the effectiveness of the matching process, costs savings for participants, and their efficiency as a transportation mode. The following data will be completed for the quarterly evaluation of the Carpooling and Vanpooling Programs:

#### Variables

- (1) Total Applications
- (2) New Applicants (monthly)
- (3) Total Applicants Matched
- (4) Applicants Matched (in month)
- (5) Carpools Formed (total)
- (6) Carpools Formed (monthly)
- (7) Average Carpool Size
- (8) Total Carpoolers
- (9) New Carpoolers

- (10) Repeat Carpoolers
- (11) Vanpools Formed
- (12) Average Vanpool Size
- (13) Total Vanpoolers
- (14) New Vanpoolers
- (15) Repeat Vanpoolers
- (16) Former Carpoolers
- (17) Former Transit Users
- (18) Vehicles Removed from Road
- (19) Vehicle-miles Saved
- (20) Gasoline Saved
- (21) Reduction in Travel Cost
- (22) Average Distance (carpools)
- (23) Average Distance (vanpools)
- (24) Participation, by County of Residence
- (25) Participation, by County of Employment
- (26) Total Person-trips (carpoolers + vanpoolers) (trips)
- (27) Persons per Vehicle mile

#### School Bus Utilization Program

The School Bus Program is an auxilliary transit service carrying community college students to the Tompkins-Cortland Community College in Dryden, N.Y. In addition to transit service, statistics described for the fixed-route transit and Jitney Programs, the following statistics will be collected:

- (1) Number of Participation School Districts
- (2) Community College Student Ridership
- (3) Total Costs and Revenues
- (4) Total Subsidy from TOMTRAN
- (5) Subsidy per Passenger (if applicable)

### Park-and Ride-Program

The following data will be collected and reported quarterly for the Park-and-Ride Program:

1. Number of designated sites.
2. Number of designated spaces.
3. % utilization (each site).
4. Types of transportation services (each site).

The TOMTRAN Park-and-Ride Program is primarily intended to compliment and enhance the other TOMTRAN programs. Several sites already have been designated but can presently only be used as carpool collection points. As transit services become more widely available, park-and-ride sites should become increasingly useful.

The success of the Park-and Ride-Program will be more difficult to judge than the other TOMTRAN programs, largely because it will be more difficult to monitor participation. Thus, the degree of local support will be a major ingredient of the evaluation. However, on-site inspections and community surveys will provide some quantitative benchmarks of the program's success. Since one of the secondary benefits of the Park-and-Ride Program will be increased public sensitivity to energy conservation that should result from the signs themselves, the benefits of the Park-and-Ride Program may extend well beyond the actual utilization of the designated sites.

### 3. d. TOMTRAN PARTICIPANTS

TOMTRAN has been developed with the assistance and cooperation of many organizations and individuals within the proposed service region. The following have been consulted or involved:

- Tompkins County Department of Planning
- Ithaca-Tompkins County Transportation Commission
- Tompkins County Planning and Public Works Committee
- Tompkins County Planning Board
- Tompkins County Environmental Management Council
- Tompkins County Economic Opportunity Corporation
- Ithaca Transit
- City of Ithaca Department of Planning and Development
- Cornell University, Office of Transportation
- Tompkins-Cortland Community College
- Tompkins-Tioga-South Seneca BOCES
- School District Superintendents and Transportation Supervisors within BOCES region
- Northeast Transit Study Committee
- East Ithaca Transit Planning Committee
- Cortland County Department of Planning
- Tioga County Department of Planning
- Cortland County Community Action
- New York State Department of Transportation
- New York State Department of Education

Key roles during the implementation of TOMTRAN are expected to be filled by the following:

(1) Tompkins County Department of Planning

The Tompkins County Department of Planning will provide overall planning, coordination, and management of project. The Commissioner of Planning, Frank Liguori, is the County Section 18 Coordinator as well as the Project Administrator. This proposal has been developed by the Tompkins County Department of Planning staff, under the direction of David Arbeit.

(2) Ithaca-Tompkins County Transportation Commission

The Ithaca-Tompkins County Transportation Commission will serve as an advisory group for TOMTRAN. Municipalities within Tompkins County are represented on the Commission. Its Planning Committee consists of a broad cross-section of institutions, community organizations, agencies, and employers within Tompkins County.



(3) Northeast Transit Study Committee and East Ithaca Transit Planning Committee

These groups will be responsible for the development of an integrated Suburban Transit Program. Presently, membership on these committees overlaps. Consideration is being given to their consolidation before September, 1981.

(4) Town of Ithaca Planning Department

Larry Fabbroni, of the Town of Ithaca Planning Department, has been instrumental in the establishment of both Northeast Transit and East Ithaca Transit which both serve the Town. The Planning Department will continue to cooperate in their consolidation into the TOMTRAN Suburban Transit Program and in planning for expanded service.

(5) Office of Transportation, Cornell University

William Wendt, the Director of the Office of Transportation, is Chairman of the Planning Committee of the Ithaca-Tompkins County Transportation Commission and of the East Ithaca Transit Planning Committee. Cornell is the operator of East Ithaca Transit. Mr. Wendt has been actively involved in the development and promotion of ridesharing activities within the region. Mr. Wendt and his staff will continue to actively participate in TOMTRAN, both as a member of the Transportation Commission and as Director of Cornell's Office of Transportation.

(6) Tompkins-Cortland Community College (TC3)

Top administrators at TC3 have expressed very strong interest in both the TOMTRAN Rural Transit and School Bus Utilization Programs. These programs will continue to be developed with the cooperation of TC3. Financial support for TOMTRAN is probable. Preliminary discussions have taken place regarding TC3 as a possible transit or jitney operator.

(7) Ithaca Transit

As the major public transportation system within the region, Ithaca Transit is in a position to provide advice for transit planning, operations, and equipment. Bernie Carpenter, Transit Supervisor, serves on the Planning Committee of the Ithaca-Tompkins County Transportation Commission.

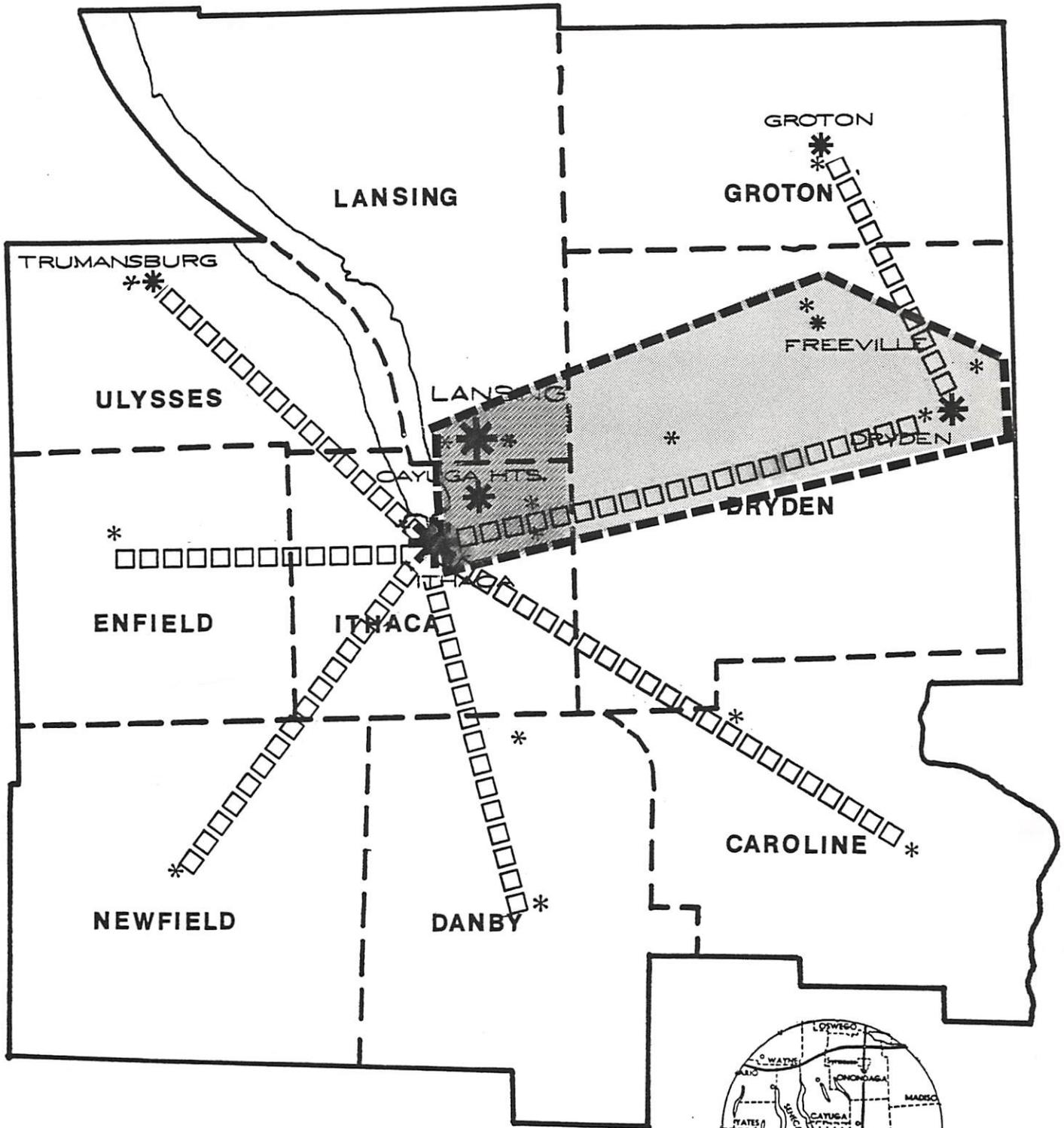
#### 4. GEOGRAPHIC LOCATION

TOMTRAN will improve transportation services throughout Tompkins County (1980 population: 87,000), as well as within Tioga, Cortland, Schuyler, Cayuga and Seneca Counties.

The areas served by the Suburban, Rural, Jitney, and Park-and-Ride Programs is shown on Map 7. The Suburban Transit Program covers an area with a resident population of about 14,000 residents. Many people associated with Cornell University, employees and students, live within the service area. Cornell has over 8,000 employees and 17,000 students. The Lansing Business District is included in the service area. The major traffic generators are Pyramid, Cayuga and Triphammer Malls with a combined total of over 100 stores.

The Rural Transit Program has 8500 people residing within 1/4 mile of the main route. Tompkins-Cortland Community College is at the eastern terminus with the City of Ithaca and Cornell University forming the western terminus. Proposed routes are scheduled around the needs of TC3, Cornell, Ithaca College and major industrial employers. Together, these places account for about 14,000 jobs.

The Jitney Program will primarily serve residents of Tompkins County, although it will be available to non-residents as well. Help will be given to anyone wishing to establish a jitney service. Potential exists for successful operations including Tioga, Cortland, Schuyler, Cayuga, and Seneca Counties. Furthermore, night service in the Ithaca Urban Area has the potential for supporting jitney operations.



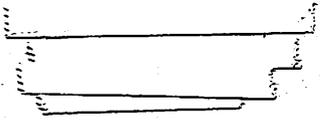
MAP 7

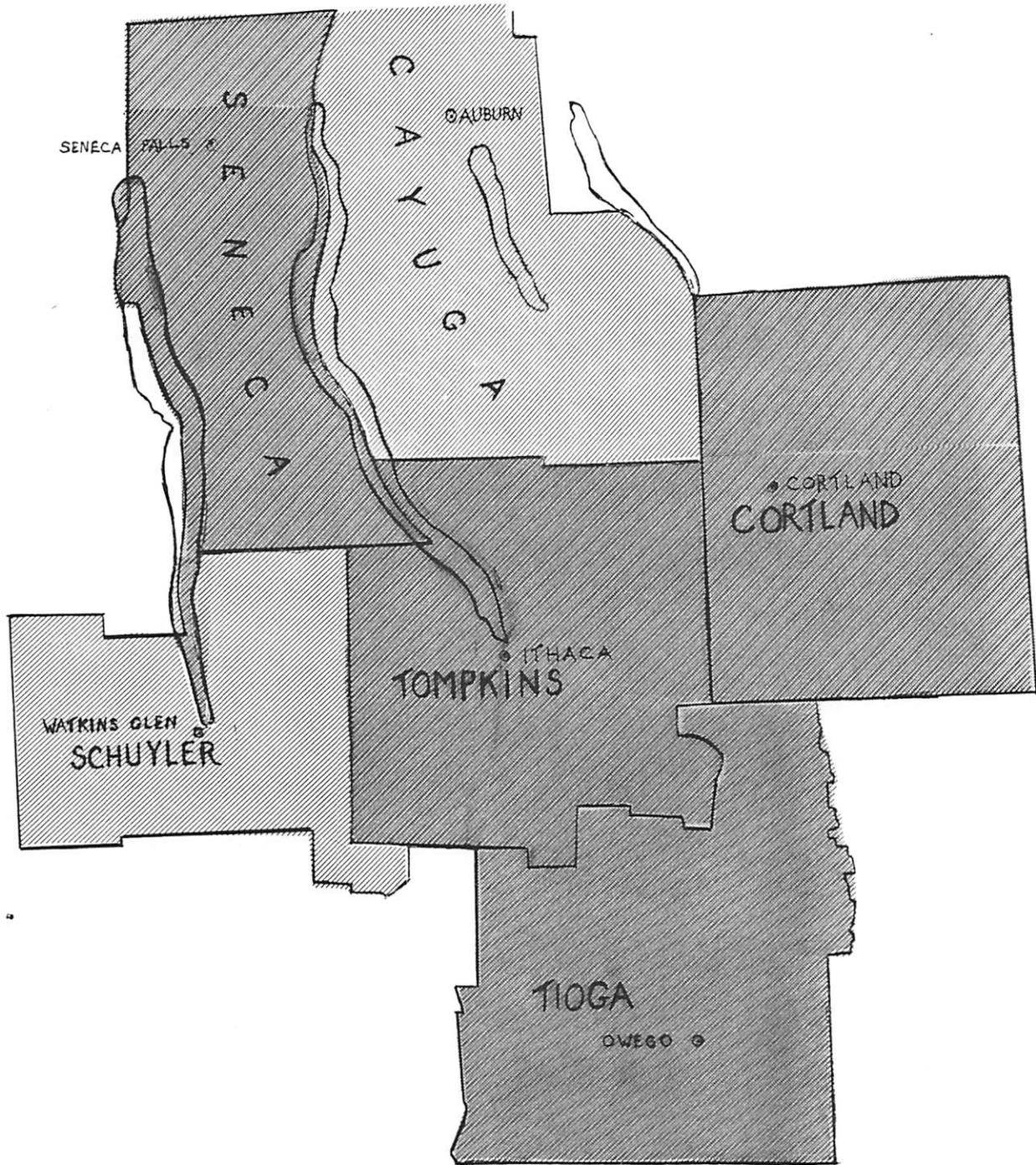


**TRANSIT PROGRAM  
SERVICE AREAS  
TOMPKINS COUNTY**



|                         |                         |                                |
|-------------------------|-------------------------|--------------------------------|
| <b>KEY:</b>             | Jitney                  | <b>MAP NUMBER</b> _____        |
| Fixed-Route Transit     | Suburban Transit        | <b>REFERENCES:</b>             |
| Rural Transit           | * Park-and-Ride Lot     | BASE MAP NYS.DPS, 1967         |
| Incorporated Urban Area | Incorporated Urban Area | TOMPKINS CO. HWY. MAP, 1972    |
|                         |                         | UPDATED BY T.C.D.P., JAN, 1980 |
|                         |                         | 0 1/2 1 2 MILES                |
|                         |                         | 0 1/2 1 2 3 KM                 |





MAP 8



# RIDESHARING & SCHOOL BUS PROG. SERVICE AREAS



|             |  |
|-------------|--|
| <b>KEY:</b> | MAP NUMBER: _____  |
|             | REFERENCES:<br>BASE MAP NYS/DPS, 1967<br>TOMPKINS CO HWY MAP, 1972<br>UPDATED BY TCDP, JAN, 1980 |
|             | PREPARED BY:<br>TOMPKINS COUNTY DEPT.<br>OF PLANNING, ITHACA, N.Y.                               |
|             | 0 1/2 1 2 MILES<br>0 1/2 1 2 3 KM  |

Map 8 illustrates the service areas for the Carpooling, Vanpooling and School Bus Utilization Programs.

The Carpool, Vanpool, and Park-and-Ride Programs will benefit residents throughout the extended TOMTRAN Service Region. An estimated 6000 persons commute daily to Tompkins County, over 2000 of these from Tioga County alone. About 1000 people commute from Cortland, Schuyler and Cayuga Counties. Over 1000 people commute from Tompkins to Cortland County. These programs potentially will benefit commuters regardless of their residence.

The School Bus Utilization Program potentially will benefit residents of Tompkins, Tioga, Seneca and Cortland Counties. Legislation is being recommended permitting expanded uses for school buses within these Counties.

TOMPKINS COUNTY DEPARTMENT OF PLANNING - STAFF

Frank R. Liguori, PE: Commissioner of Planning

Harry Missirian: Planner-in-Charge, Coordinator

Garrison Evans

David Arbeit

Dennis Winters

Joseph Gentili

Paul Finger

Dwight Mengel

Secretarial

Yvonne Stewart

Mary Di Giacomo

David Arbeit, project leader, and Dwight Mengel were responsible for the preparation of this report.

TOMTRAN: TOMPKINS COUNTY TRANSPORTATION SERVICES PROJECT

Working Paper Series

No. 1 School Bus Utilization Program: Community College Student Transportation

No. 2 Designing Rural Transit Routes with I.G.T.D.S., Interactive Graphics Transit Design System

No. 3 TOMTRAN Contingency Plan

No. 4 An Analysis of Greyhound Bus Service in Tompkins County

No. 5 TOMTRAN Project and Budget Modifications for ARC Funding Request

## 5. BIOGRAPHICAL INFORMATION

### 1. Project Director

David Arbeit            Phone No.: (607) 272-6394  
205 Center St.  
Ithaca, N.Y. 14850 (Resume attached.)

### 2. Commissioner of Planning

Frank R. Liguori   P.E.

#### Education

Harvard University, Cambridge, Mass., M.S. in Sanitary Engineering, 1947.

Syracuse University, Syracuse, N.Y., B.S. in Chemical Engineering, 1941.

#### Background

1970 to present    Commissioner of Planning, Tompkins County Department  
of Planning.

Before 1970        Sanitary Engineer, Tompkins County.

Licensed Professional Engineer.

### 3. Project Planner

Dwight E. Mengel

#### Education

Cornell University, Ithaca, N.Y., M.R.P. to be conferred 1981.  
Concentrations: Urban Development and Transportation Planning.

Colgate University, Hamilton, N.Y., B.A. in Political Science & History, 1977.

#### Background

5/80 to present    Planning Technician, Tompkins County Department of  
Planning.

1/79 to 7/80        Planning Consultant, Near Westside Neighborhood Assoc.,  
Inc., Elmira, N.Y.

1/79 to 8/79        Planning Consultant, Economic Consultants Organization, Inc.  
Buffalo, N.Y.

DAVID ARBEIT

205 Center Street  
Ithaca, New York 14850  
(607) 272 - 6394 (home)  
274 - 5286 (office)

Born: Santa Ana, California  
19 May, 1944  
SS #: 104 34 3199

EDUCATION

|                    |                          |        |        |
|--------------------|--------------------------|--------|--------|
| Cornell University | Industrial Engineering   | B.S.   | (6/66) |
| Cornell University | City & Regional Planning | M.R.P. | (1/70) |
| Cornell University | City & Regional Planning | Ph.D.  |        |

Major Field: Urban and Regional Theory (Barclay G. Jones)  
Minor Fields: Demography-Ecology (Peter Chi)  
Regional Development & Planning (William W. Goldsmith)

Dissertation: "Daily Population Changes within the Syracuse  
Metropolitan Regional System"

PROFESSIONAL AFFILIATIONS

American Planning Association  
Planners' Network  
Regional Science Association

RESEARCH AND TEACHING INTERESTS

Demographic and Economic Structure of Regional Systems, Urban and Regional Geography, Methods of Urban and Regional Analysis, Computer Graphics, Comparative Urbanization, Urbanization Policies and Regional Development, Internal Migration, History of Planning, Planning Theory, Transportation Planning.

ACADEMIC AND RESEARCH EXPERIENCE

Research Associate - Forecasting Energy Demand for New York State, (Sid Saltzman, PI). Funded by National Consumer Law Center, NYS Public Service Commission, NYS Consumer Protection Board, Schenectady Community Action Program. Preparation of State Income and Product Accounts, TROLL macro programming and file maintenance. (10/78 - 5/79)

Lecturer - Department of Landscape Architecture and Regional Planning, University of Massachusetts, Amherst. Courses: Urban Problems, Planning Theory and History, Simulation Models in Planning, Graduate Research Seminar. (9/74 - 9/76)

Project Director (Acting) - Model for the Evaluation of Governmental Housing Actions for Regional Populations (MEGHARP), (David Sears, PI). (9/74 - 6/75)

Instructor - Department of Policy Planning and Regional Analysis, Cornell University. Course: Regional Development Planning in Developing Countries. (Spring 1973)

Visiting Lecturer - Graduate Planning Program, Maxwell School of Citizenship and Public Affairs, Syracuse University. Course: Methods of Planning Analysis. (Fall 1972)

Teaching Assistant - Department of Sociology, Cornell University. Designed and taught subcurriculum: Roles of Urban Centers in Regional Development. (Spring 1972)

Instructor - Graduate Program in Urban Planning, Department of Urban Affairs, Hunter College of the City University of New York. Courses: Quantitative Methods of Planning Analysis I & II, Urban Structure, Regional Planning, and Comprehensive Planning Studies for Richmond County, NY and Union County, NJ (9/70 - 1/72)

Intern - Population Division, United Nations, New York. (Summer 1970)

Research Assistant - Community Land Use Game (CLUG), (Allan G. Feldt, PI). Funded by the Ford Foundation. Programming for CLUG I and its adaptation to simulation of the Washington metropolitan region. (6/67 - 8/68)

#### OTHER EXPERIENCE

Advisory Board - Gadabout, Ithaca, NY. Paratransit service for elderly and handicapped citizens. (9/79 - present)

Senior Planner - Tompkins County Department of Planning, Ithaca, NY. (6/79 - present)

Founding member and President - Amalthea, Inc., Northampton, MA. Corporate umbrella for worker managed and owned businesses.

Founding member and Vice-President - Peoples' Resources, Inc. Non-profit corporation offering technical assistance and training to community groups. (1/72 - 6/73)

Consultant - Planning methodologies, research design, project evaluation, and computer programming.

Apprentice Engineer - Grumman Aircraft Engineering Corporation, Bethpage, NY. Manufacturing Planning (Summer 1966); Engineering Planning and Controls (Summer 1965)

#### PUBLICATIONS

Review, Corbin Crews Harwood, Using Land to Save Energy (New York: Ballinger Publishing Co., 1977), in The Annals of Regional Science, XIV, 2 (July 1980), 140-141.

Review, Thomas M. Stanback, Jr. and Richard Knight, Suburbanization and the City (Montclair, NJ: Allanheld, Osmun & Co., 1976), in Industrial Labor Relations Review, XXXI, 2 (January 1978), 270-271 (with W. W. Goldsmith)

"Population Distribution, Internal Migration and Urbanization," The Determinants and Consequences of Population Trends, Vol. I, Department of Economic and Social Affairs, Population Studies No. 50 (New York: United Nations, 1973), pp. 159-224. (with others)

"An Aid to Community Planning." Review, Earl Blecher, Advocacy Planning for Urban Development (New York: Praeger Publishers, 1971), in Growth and Change, III, 2 (April 1972).

"CLUG I Play on the IBM 1130 Computer," Community Land Use Game, ed. by Allan G. Feldt (Ithaca: Center for Urban Development Research, 1968), pp. 47-97. (with A. Dotson)

REPORTS, UNPUBLISHED PAPERS, AND PROPOSALS

Tompkins County Transportation Service Project: TOMTRAN. Prepared for the Tompkins County Department of Planning, June 1980. Funding proposal submitted to the Appalachian Regional Commission.

County-wide Public Transportation Service Plan. Prepared for the Tompkins County Department of Planning, March 1980.

Ridesharing Manual for Employers. Prepared for the Tompkins County Department of Planning, October 1979, 25 pp.

"The Fallacy of Metropolitan Resident Populations: A Study of Demographic Bias." Presentation at annual meeting of the Population Association of America. New York, April 18, 1974. Summarized in Population Index, XI, 3 (July 1974), 406-407.

Developing a Housing Strategy to Meet the Need for Low and Moderate Income Housing. Proposal submitted to the NSF through the Center for Urban Development Research, Cornell University, Ithaca, (summer 1973), 46 pp. + appendices.

"Population Projections for Planning Purposes: Two Models for Evaluation." Master's thesis, Department of City and Regional Planning, Cornell University, January 1970, 220 pp.

"The Determinants of Interregional Migration in Chile." Proposal submitted to the Ford Foundation Foreign Area Fellowship Program, November 1969.

REFERENCES

Furnished upon request.

Appendix A:

Ithaca Transit's Relationship to TOMTRAN

Request for Capital Equipment



**CITY OF ITHACA**  
TOMPKINS COUNTY  
NEW YORK

ASSISTANT TO THE  
SUPT. OF PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS  
CONSTRUCTION & MAINTENANCE DIVISION

March 12, 1981

Mr. Frank Liguori  
Tompkins County Section 18 Coordinator  
Tompkins County Planning Department  
128 E. Buffalo St  
Ithaca N.Y. 14850

Re: Use of County Purchases Buses for Tomtran

Dear Frank:

The City of Ithaca is aware of the Tomtran proposal as outlined in the County Wide Transportation Service plan. As you know, this plan has been endorsed by the City.

Ithaca Transit has no intention of using buses requested by Tomtran, to replace buses in our own fleet. Indeed, Ithaca Transit is making arrangements at this time to purchase two replacement buses, to be funded from our own budget.

Sincerely

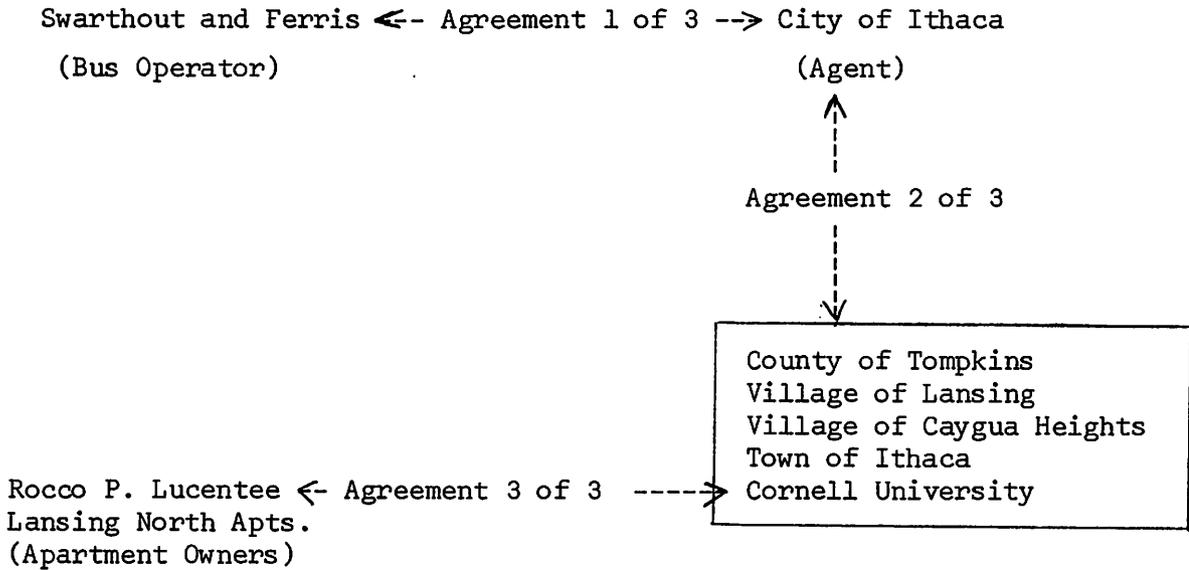
  
Bernard J. Carpenter

City of Ithaca Section 18 Coordinator  
Ithaca Transit  
108 E. Green St.  
Ithaca N.Y. 14850

BJC/sc

Appendix B: Northeast Transit Contracts

Northeast Transit Contractual Framework Summary (1980-1981)



Contractual periods include: 3 Month Summer Service (May 12, 1980 - Aug. 29, 1980)  
9 Month Academic Year Service  
(Sept. 1, 1980 - May 31, 1981)

9. ms.

AGREEMENT NO. 1 of 3

NORTHEAST TRANSIT PROGRAM

AGREEMENT made this 23 day of MAY, 1980 , by and between Swarthout and Ferris Bus Service, 115 Graham Road, Ithaca, New York (hereafter "S and F"), as franchise operator; and the City of Ithaca (hereafter "City"), as administrating agent for the Village of Lansing, Town of Ithaca, Cornell University, Tompkins County, and the Village of Cayuga Heights.

WHEREAS, Section 119-r of the General Municipal Law of the State of New York authorizes a municipality of the State of New York to enter into a transactional relationship with a private bus system for the performance of certain transportation operations; and

WHEREAS, pursuant to the authority of said Section 119-r of the General Municipal Law, the Legislature of the State of New York by Section 18-b of the Transportation Laws of the State of New York enacted an assistance program for passenger transportation in the State of New York; and

WHEREAS, said Section 18-b provides that a municipality may make application to the Department of Transportation of the State of New York for funds to maintain existing bus transportation services which are to be matched by the municipality; and

WHEREAS, the City, pursuant to said matching provision, has applied to the Department of Transportation of the State of New York for funds authorized by said statutory provision; and

WHEREAS, the municipality pursuant to the provisions of Section 119-r of the General Municipal Law of the State of New York is authorized to enter into a contract for the performance of certain bus transportation services by a

private bus company and pursuant to said statute to pay said bus company for services rendered out of such funds; and

WHEREAS, S and F has agreed to operate two routes of regular commuter bus service commencing September 1, 1980, one from the South Lansing-Triphammer area and the other from the Village Apartments-Sapsucker-Ithaca area to Downtown Ithaca via the Cornell University campus at 50 cents per ride, 45 cents per discount ticket, subject to change, and in accordance with routes and schedules agreed upon by and between S and F and the City; and

WHEREAS, the City as agent for the named sponsoring entities set forth in a separate agreement dated and executed concurrently herewith, has agreed to subsidize the bus service for the term of the contract by payment through the City of Ithaca/Northeast Bus Service Trust and Agency Fund to S and F of any operating deficit, as defined below;

THEREFORE, in consideration of the mutual covenants and agreements herein, the parties agree to the following:

1. S and F agrees:

a) To operate and provide regular commuter bus service from the South Lansing-Triphammer and Village Apartments-Sapsucker-Ithaca areas to Downtown Ithaca via the Cornell University campus commencing on September 1, 1980, in accordance with the schedule and routes attached as Appendix A;

b) That the bus service provided shall include two buses, operating five (5) days per week;

c) That the buses shall each operate at least three hours in the morning and two hours in the afternoon;

d) That on holidays and during major community vacation periods at least one bus shall operate in accordance with a schedule agreed to by all sponsoring entities.

2. S and F, as operator, agrees to operate the bus service in accordance with all applicable provisions of the New York Transportation Law.

3. S and F, among others, agrees to be responsible for sale of tickets for the bus service. The price shall be 50 cents per ride, 45 cents for discount tickets, subject to change by mutual agreement between S and F and City, as agent.

4. S and F agrees to prepare an operating statement showing income and expenses to be presented to the City within ten (10) business days after close of a calendar month. "Operating income" includes cash fares and any operating surplus from the prior month. All tickets and income from the tickets are to be remitted to and totaled by the City and not included in monthly operating income. "Operating expenses" are to be deducted at the agreed upon rate of  
for each bus in operation.

"Operating surplus" means the excess of income over  
operating expenses.

"Operating deficit" means the excess of operating  
expenses over operating income.

Operating statements are subject to audit by the City and the State of New York. S and F agrees to make available with each operating statement information on the number of riders on each scheduled bus run on a standard trip form provided by the City.

5. S and F agrees to provide the City, as agent, with a weekly count of the number of riders on each of the two routes.

6. S and F agrees to provide the City with any additional supporting information on operation, use, income, and expenses as may be required by the State from time to time for the City to properly substantiate applications for operating subsidy from the State and/or Federal government.

7. The City, as agent, through the City of Ithaca/Northeast Bus Service Trust and Agency Fund, agrees to pay S and F the amount of the operating deficit by the end of the calendar month in which an operating statement is received from S and F by the 10th business day of that month.

8. At the conclusion of this agreement any operating surplus will be returned to the City, as agent.

9. S and F agrees to indemnify, defend and hold the City and all other sponsors of this service harmless and pay any and all amounts, damages, costs and judgements, including attorney's fees, which may be incurred due to the negligence of S and F in performing its obligations under this agreement. S and F further agrees to notify the City of any changes in their insurance coverage.

10. This agreement shall commence on September 1, 1980, and expire on May 31, 1981, unless terminated earlier in accordance with the provisions of paragraph 11 below.

11. This agreement shall remain in full force and effect for the duration of the program under which funds are provided to the City by the State of New York. In the event that no further funds are appropriated or made available to the City by the State of New York, or by unanimous consent of all sponsoring entities upon 30 days written notice to S and F, or upon 30 day notice by S and F, this agreement shall terminate.

12. The parties agree that the provisions of Sections 103-A and 103-B of the General Municipal Law concerning waiver of immunity are expressly incorporated herein.

13. This constitutes the entire agreement between the parties and may not be changed, modified, or altered except by an instrument in writing signed by each party.

14. The parties agree that any disputes arising under this contract shall be determined in accordance with the laws of the State of New York.

15. Each party executing this agreement represents that he or she is authorized to sign.

16. In no case, however, shall the total subsidy paid hereunder exceed the total subsidies as set forth in agreement between the City of Ithaca and the other subsidizing parties, dated and executed concurrently herewith.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

S E A L

CITY OF ITHACA

By: \_\_\_\_\_  
Mayor, City of Ithaca

S E A L

SWARTHOUT AND FERRIS BUS SERVICE

By: \_\_\_\_\_

\_\_\_\_\_  
Title

Approved as to form,

, 1980

\_\_\_\_\_  
City Attorney

AGREEMENT NO. 2 of 3

NORTHEAST TRANSIT PROGRAM

AGREEMENT BETWEEN THE SUBSIDIZERS

AGREEMENT made this \_\_\_\_\_ day of MAY, 1980, by and between the City of Ithaca, 108 East Green Street, Ithaca, New York (hereafter the City); Cornell University, Ithaca, New York (hereafter Cornell); Town of Ithaca, 126 East Seneca Street, Ithaca, New York (hereafter Town); Village of Lansing, North Triphammer Road, Ithaca, New York (hereafter V of L); Tompkins County, Tioga Street, Ithaca, New York (hereafter County); and Village of Cayuga Heights, 836 Hanshaw Road, Ithaca, New York (hereafter V of CH).

In consideration of the mutual covenants and agreements herein, the parties agree to the following:

1. The City hereby agrees to administer and contract for two routes of regular commuter bus service on behalf of the parties herein, as set forth in the agreement between City and Swarthout and Ferris Bus Service (see Agreement No. 1 of 3).
2. The City hereby agrees to subsidize the bus service to a maximum of \$3,000 for the term of the contract by payment of monthly shares equal to other subsidizers.
3. Cornell hereby agrees to subsidize the bus service to a maximum of \$7,000 for the term of the contract by payment of monthly shares equal to other subsidizers.
4. The Town hereby agrees to subsidize the bus service to a maximum of \$7,000 for the term of the contract by payment of monthly shares equal to other subsidizers.

5. V of L hereby agrees to subsidize the bus service to a maximum of \$7,000 for term of the contract by payment of monthly shares equal to other subsidizers.

6. The County hereby agrees to subsidize the bus service to a maximum of \$5,000 for the term of the contract by payment of monthly shares equal to other subsidizers.

7. The V of CH hereby agrees to subsidize the bus service to a maximum of \$2000 for the term of the contract by payment of monthly shares equal to other subsidizers.

8. Cornell hereby agrees to remit to the City of Ithaca/Northeast Bus Service Trust and Agency Fund all monies collected from Rocco P. Lucente and Lansing North Apartments pursuant to their separate agreement (see Agreement No. 3 of 3).

9. The City, on behalf of all parties to this contract, agrees:

- a) To contract with Swarthout and Ferris Bus Service (franchiser) for regular commuter bus service from the South Lansing-Triphammer and Village Apartments-Sapsucker-Ithaca areas to Downtown Ithaca via the Cornell University campus commencing on September 1, 1980 , in accordance with the schedules and routes attached as Appendix A.
- b) That the bus service provided shall include two buses, operating five (5) days a week.
- c) That the buses each shall operate for three hours in the morning and two hours in the afternoon.

d) That on holidays and major community vacation periods, at least one bus shall operate in accordance with a schedule agreed to by all sponsoring entities of this service.

10. The City, as administrator, agrees to contract for the above bus service in accordance with all applicable provisions of the New York State Transportation Law.

11. The City agrees to administer the distribution and sale of all tickets for the bus service.

12. All subsidizers, including the City, agree to pay for all necessary and proper expenses of publicizing the bus routes and schedules.

13. All subsidizers agree that the fare shall be 50 cents per ride, 45 cents per discount ticket, subject to change by mutual agreement.

14. The City agrees to prepare an operating statement showing income and expenses to be presented to all parties herein within fifteen (15) business days after the close of a calendar month. Operating income includes cash fares, discount ticket sales, private contributions received, state subsidy and any operating surplus from the prior month.

15. Operating expenses are to be deducted at the agreed upon rate of \_\_\_\_\_ for each bus in operation.

"Operating surplus" means the excess of operating income over operating expenses.

"Operating deficit" means the excess of operating expenses over operating income.

Operating statements are subject to audit by all parties herein and the State of New York.

16. The City agrees to provide with each operating statement a weekly count of the number of riders on each of the two routes.

17. The City agrees to bill all subsidizers monthly in equal shares of the monthly operating deficit up to each subsidizer maximum stated herein by the fifteenth business day after the close of a calendar month.

18. Each subsidizer agrees to pay to the City of Ithaca Northeast Bus Service Trust and Agency Fund the monthly billed amount by the close of calendar month of the billing.

19. Each subsidizer agrees to assist in the distribution and sale of tickets and agrees to account for all tickets at the rate of 45 cents per ride, subject to change as set forth in paragraph 5 above and to remit all proceeds to the City of Ithaca.

20. Each subsidizer agrees to advance ten per cent (10%) of the agreed maximum to the City prior to commencement of service for an advertising and contingency account. Advertising shall not exceed \$4500 for the term of this agreement.

21. The City agrees to administer the funds for this service, enter into any private contractual relationship necessary because of equipment or regulatory constraints, and compile adequate data and reports to submit to the State of New York to receive operating subsidy for this service.

22. All subsidizers agree to charge half fare to senior citizens and the disabled.

23. At the conclusion of this agreement any operating surplus will be returned to the subsidizers in proportion to their total actual contributions to the City of Ithaca/Northeast Bus Service Trust and Agency Fund.

24. This agreement shall commence on September 1, 1980, and expire on May 31, 1981, unless terminated earlier in accordance with the provisions of paragraph 25 below.

25. This agreement may be terminated, extended or amended by unanimous consent of all sponsors upon 30 days written notice mailed to each of the addresses specified above.

26. This constitutes the entire agreement between the parties and may not be changed, modified or altered except by an instrument in writing signed by each party.

27. The parties agree that any disputes arising under this contract shall be determined in accordance with the laws of the State of New York.

28. Each party executing this agreement represents that he or she is authorized to sign on behalf of his or her municipality set forth.

City of Ithaca

Cornell University

Town of Ithaca

Village of Lansing

Tompkins County

Village of Cayuga Heights

AGREEMENT NO. 3 of 3

NORTHEAST TRANSIT PROGRAM

AGREEMENT BETWEEN CORNELL UNIVERSITY, LUCENTE, AND LANSING NORTH

AGREEMENT made this \_\_\_\_\_ day of MAY, 1980 , by and between Rocco P. Lucente, 506 Warren Road, Ithaca, New York (hereafter "Lucente"); Lansing North Apartments, 700 Warren Road, Village of Lansing, New York (hereafter "Lansing North"); and Cornell University, Ithaca, New York (hereafter "Cornell").

WHEREAS, Swarthout and Ferris Bus Service (hereafter "S and F") has agreed to operate two routes of regular commuter bus service commencing September 1, 1980, one from the South Lansing-Triphammer area and the other from the Village Apartments-Sapsucker-Ithaca area to Downtown Ithaca via the Cornell University campus in accordance with the terms of its agreement with the City of Ithaca (see Agreement No. 1 of 3); and

WHEREAS, Lucente has agreed to contribute \$300 per month to Cornell for said commuter bus service; and

WHEREAS, Lansing North has agreed to contribute \$200 per month to Cornell for said commuter bus service; and

WHEREAS, Cornell has agreed to subsidize the bus service up to a maximum of \$7,000 in accordance with the terms of Agreement Between the Subsidizers (see Agreement No. 2 of 3);

THEREFORE, in consideration of the mutual covenants and agreement herein, the parties agree as follows:

1. Lucente agrees to pay to Cornell \$300 per month for commuter bus service to and from Lucente's apartments, payable in advance on the 10th day of each month during the term of this agreement.
2. Lansing North agrees to pay to Cornell \$200 per month for commuter bus service to and from the Lansing North Apartments, payable in advance on the 10th day of each month during the term of this agreement.
3. Cornell agrees to assist in the distribution and sale of tickets.
4. This agreement shall commence on September 1, 1980, and expire on May 31, 1981, unless terminated earlier in accordance with the provisions of paragraph 5 below.
5. Any party may withdraw from this agreement upon 30 days written notice mailed to each party at the address specified above.
6. This constitutes the entire agreement between the parties and may not be changed, modified or altered except by an instrument in writing signed by each party.
7. The parties agree that any dispute arising under this contract shall be determined in accordance with the laws of the State of New York.
8. Each party executing this agreement represents that he or she is authorized to sign.

\_\_\_\_\_  
Rocco P. Lucente

\_\_\_\_\_  
Lansing North Apartments

\_\_\_\_\_  
Cornell University

*Summer*

AGREEMENT NO. 1 of 3

NORTHEAST TRANSIT PROGRAM

AGREEMENT made this \_\_\_\_\_ day of MAY , 1980, by and between Swarthout and Ferris Bus Service, 115 Graham Road, Ithaca, New York (hereafter "S and F"), as franchise operator; and the City of Ithaca (hereafter "City"), as administrating agent for the Village of Lansing, Town of Ithaca, Cornell University, Tompkins County, and the Village of Cayuga Heights.

WHEREAS, Section 119-r of the General Municipal Law of the State of New York authorizes a municipality of the State of New York to enter into a transactional relationship with a private bus system for the performance of certain transportation operations; and

WHEREAS, pursuant to the authority of said Section 119-r of the General Municipal Law, the Legislature of the State of New York by Section 18-b of the Transportation Laws of the State of New York enacted an assistance program for passenger transportation in the State of New York; and

WHEREAS, said Section 18-b provides that a municipality may make application to the Department of Transportation of the State of New York for funds to maintain existing bus transportation services which are to be matched by the municipality; and

WHEREAS, the City, pursuant to said matching provision, has applied to the Department of Transportation of the State of New York for funds authorized by said statutory provision; and

WHEREAS, the municipality pursuant to the provisions of Section 119-r of the General Municipal Law of the State of New York is authorized to enter into a contract for the performance of certain bus transportation services by a

private bus company and pursuant to said statute to pay said bus company for services rendered out of such funds; and

WHEREAS, S and F has agreed to operate one route of regular commuter bus service commencing MAY 12, 1980, from the South Lansing-Triphammer area to Downtown Ithaca via the Cornell University campus at 40 cents per ride, 35 cents per discount ticket, subject to change, and in accordance with routes and schedules agreed upon by and between S and F and the City; and

WHEREAS, the City as agent for the named sponsoring entities set forth in a separate agreement dated and executed concurrently herewith, has agreed to subsidize the bus service for the term of the contract by payment through the City of Ithaca/Northeast Bus Service Trust and Agency Fund to S and F of any operating deficit, as defined below;

THEREFORE, in consideration of the mutual covenants and agreements herein, the parties agree to the following:

1. S and F agrees:

a) To operate and provide regular commuter bus service from the South Lansing-Triphammer

area to Downtown Ithaca via the Cornell University campus commencing on MAY 12, 1980, in accordance with the schedule and routes attached as Appendix A;

b) That the bus service provided shall include one bus, operating five (5) days per week;

c) That the bus shall operate at least two hours in the morning and two hours in the afternoon;

2. S and F, as operator, agrees to operate the bus service in accordance with all applicable provisions of the New York Transportation Law.

3. S and F, among others, agrees to be responsible for sale of tickets for the bus service. The price shall be 40 cents per ride, 35 cents for discount tickets, subject to change by mutual agreement between S and F and City, as agent.

4. S and F agrees to prepare an operating statement showing income and expenses to be presented to the City within ten (10) business days after close of a calendar month. "Operating income" includes cash fares and any operating surplus from the prior month. All tickets and income from the tickets are to be remitted to and totaled by the City and not included in monthly operating income. "Operating expenses" are to be deducted at the agreed upon rate of \$22 per hour for each bus in operation.

"Operating surplus" means the excess of income over operating expenses.

"Operating deficit" means the excess of operating expenses over operating income.

Operating statements are subject to audit by the City and the State of New York. S and F agrees to make available with each operating statement information on the number of riders on each scheduled bus run on a standard trip form provided by the City.

5. S and F agrees to provide the City, as agent, with a weekly count of the number of riders on the route .

6. S and F agrees to provide the City with any additional supporting information on operation, use, income, and expenses as may be required by the State from time to time for the City to properly substantiate applications for operating subsidy from the State and/or Federal government.

7. The City, as agent, through the City of Ithaca/Northeast Bus Service Trust and Agency Fund, agrees to pay S and F the amount of the operating deficit by the end of the calendar month in which an operating statement is received from S and F by the 10th business day of that month.

8. At the conclusion of this agreement any operating surplus will be returned to the City, as agent.

9. S and F agrees to indemnify, defend and hold the City and all other sponsors of this service harmless and pay any and all amounts, damages, costs and judgements, including attorney's fees, which may be incurred due to the negligence of S and F in performing its obligations under this agreement. S and F further agrees to notify the City of any changes in their insurance coverage.

10. This agreement shall commence on MAY 19, 1980, and expire on AUGUST 29, 1980, unless terminated earlier in accordance with the provisions of paragraph 11 below.

11. This agreement shall remain in full force and effect for the duration of the program under which funds are provided to the City by the State of New York. In the event that no further funds are appropriated or made available to the City by the State of New York, or by unanimous consent of all sponsoring entities upon 30 days written notice to S and F, or upon 30 day notice by S and F, this agreement shall terminate.

12. The parties agree that the provisions of Sections 103-A and 103-B of the General Municipal Law concerning waiver of immunity are expressly incorporated herein.

13. This constitutes the entire agreement between the parties and may not be changed, modified, or altered except by an instrument in writing signed by each party.

14. The parties agree that any disputes arising under this contract shall be determined in accordance with the laws of the State of New York.

15. Each party executing this agreement represents that he or she is authorized to sign.

16. In no case, however, shall the total subsidy paid hereunder exceed the total subsidies as set forth in agreement between the City of Ithaca and the other subsidizing parties, dated and executed concurrently herewith.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

S E A L

CITY OF ITHACA

By: \_\_\_\_\_  
Mayor, City of Ithaca

S E A L

SWARTHOUT AND FERRIS BUS SERVICE

By: \_\_\_\_\_

\_\_\_\_\_  
Title

Approved as to form,

, 19 . .

\_\_\_\_\_  
City Attorney

AGREEMENT NO. 2 of 3

NORTHEAST TRANSIT PROGRAM

AGREEMENT BETWEEN THE SUBSIDIZERS

AGREEMENT made this \_\_\_\_\_ day of MAY, 1980, by and between the City of Ithaca, 108 East Green Street, Ithaca, New York (hereafter the City); Cornell University, Ithaca, New York (hereafter Cornell); Town of Ithaca, 126 East Seneca Street, Ithaca, New York (hereafter Town); Village of Lansing, North Triphammer Road, Ithaca, New York (hereafter V of L); Tompkins County, Tioga Street, Ithaca, New York (hereafter County); and Village of Cayuga Heights, 836 Hanshaw Road, Ithaca, New York (hereafter V of CH).

In consideration of the mutual covenants and agreements herein, the parties agree to the following:

1. The City hereby agrees to administer and contract for one route of regular commuter bus service on behalf of the parties herein, as set forth in the agreement between City and Swarthout and Ferris Bus Service (see Agreement No. 1 of 3).
2. The City hereby agrees to subsidize the bus service to a maximum of \$700. for the term of the contract by payment of monthly shares equal to other subsidizers.
3. Cornell hereby agrees to subsidize the bus service to a maximum of \$1,000. for the term of the contract by payment of monthly shares equal to other subsidizers.
4. The Town hereby agrees to subsidize the bus service to a maximum of \$1,000. for the term of the contract by payment of monthly shares equal to other subsidizers.

5. V of L hereby agrees to subsidize the bus service to a maximum of \$1,000. for term of the contract by payment of monthly shares equal to other subsidizers.

6. The County hereby agrees to subsidize the bus service to a maximum of \$700. for the term of the contract by payment of monthly shares equal to other subsidizers.

7. The V of CH hereby agrees to subsidize the bus service to a maximum of \$700. for the term of the contract by payment of monthly shares equal to other subsidizers.

8. Cornell hereby agrees to remit to the City of Ithaca/Northeast Bus Service Trust and Agency Fund all monies collected from Rocco P. Lucente and Lansing North Apartments pursuant to their separate agreement (see Agreement No. 3 of 3).

9. The City, on behalf of all parties to this contract, agrees:

- a) To contract with Swarthout and Ferris Bus Service (franchiser) for regular commuter bus service from the South Lansing-Triphammer area to Downtown Ithaca via the Cornell University campus commencing on MAY 12, 1980, in accordance with the schedules and routes attached as Appendix A.
- b) That the bus service provided shall include one bus, operating five (5) days a week.
- c) That the bus shall operate for two hours in the morning and two hours in the afternoon.

10. The City, as administrator, agrees to contract for the above bus service in accordance with all applicable provisions of the New York State Transportation Law.

11. The City agrees to administer the distribution and sale of all tickets for the bus service.

12. All subsidizers, including the City, agree to pay for all necessary and proper expenses of publicizing the bus routes and schedules.

13. All subsidizers agree that the fare shall be 40 cents per ride, 35 cents per discount ticket, subject to change by mutual agreement.

14. The City agrees to prepare an operating statement showing income and expenses to be presented to all parties herein within fifteen (15) business days after the close of a calendar month. Operating income includes cash fares, discount ticket sales, private contributions received, state subsidy and any operating surplus from the prior month.

15. Operating expenses are to be deducted at the agreed upon rate of \$22 per hour for each bus in operation.

"Operating surplus" means the excess of operating income over operating expenses.

"Operating deficit" means the excess of operating expenses over operating income.

Operating statements are subject to audit by all parties herein and the State of New York.

16. The City agrees to provide with each operating statement a weekly count of the number of riders on each of the two routes.

17. The City agrees to bill all subsidizers monthly in equal shares of the monthly operating deficit up to each subsidizer maximum stated herein by the fifteenth business day after the close of a calendar month.

18. Each subsidizer agrees to pay to the City of Ithaca Northeast Bus Service Trust and Agency Fund the monthly billed amount by the close of calendar month of the billing.

19. Each subsidizer agrees to assist in the distribution and sale of tickets and agrees to account for all tickets at the rate of 35 cents per ride, subject to change as set forth in paragraph 5 above and to remit all proceeds to the City of Ithaca.

20. Each subsidizer agrees to advance ten per cent (10%) of the agreed maximum to the City prior to commencement of service for an advertising and contingency account. Advertising shall not exceed \$500. for the term of this agreement.

21. The City agrees to administer the funds for this service, enter into any private contractual relationship necessary because of equipment or regulatory constraints, and compile adequate data and reports to submit to the State of New York to receive operating subsidy for this service.

22. All subsidizers agree to charge half fare to senior citizens and the disabled.

23. At the conclusion of this agreement any operating surplus will be returned to the subsidizers in proportion to their total actual contributions to the City of Ithaca/Northeast Bus Service Trust and Agency Fund.

24. This agreement shall commence on MAY 12, 1980, and expire on AUGUST 29, 1980 unless terminated earlier in accordance with the provisions of paragraph 25 below.

25. This agreement may be terminated, extended or amended by unanimous consent of all sponsors upon 30 days written notice mailed to each of the addresses specified above.

26. This constitutes the entire agreement between the parties and may not be changed, modified or altered except by an instrument in writing signed by each party.

27. The parties agree that any disputes arising under this contract shall be determined in accordance with the laws of the State of New York.

28. Each party executing this agreement represents that he or she is authorized to sign on behalf of his or her municipality set forth.

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City of Ithaca

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Cornell University

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Town of Ithaca

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Village of Lansing

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Tompkins County

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Village of Cayuga Heights

AGREEMENT NO. 3 of 3

NORTHEAST TRANSIT PROGRAM

AGREEMENT BETWEEN CORNELL UNIVERSITY, LUCENTE, AND LANSING NORTH

AGREEMENT made this \_\_\_\_\_ day of MAY, 1980 , by and between Rocco P. Lucente, 506 Warren Road, Ithaca, New York (hereafter "Lucente"); Lansing North Apartments, 700 Warren Road, Village of Lansing, New York (hereafter "Lansing North"); and Cornell University, Ithaca, New York (hereafter "Cornell"). . .

WHEREAS, Swarthout and Ferris Bus Service (hereafter "S and F") has agreed to operate one route of regular commuter bus service commencing MAY 12, 1980 , from the South Lansing-Triphammer area to Downtown Ithaca via the Cornell University campus in accordance with the terms of its agreement with the City of Ithaca (see Agreement No. 1 of 3); and

WHEREAS, Lucente has agreed to contribute \$450. to Cornell for said commuter bus service; and

WHEREAS, Lansing North has agreed to contribute \$300. to Cornell for said commuter bus service; and

WHEREAS, Cornell has agreed to subsidize the bus service up to a maximum of \$1,000 in accordance with the terms of Agreement Between the Subsidizers (see Agreement No. 2 of 3);

THEREFORE, in consideration of the mutual covenants and agreement herein, the parties agree as follows:

1. Lucente agrees to pay to Cornell \$450. for commuter bus service to and from Lucente's apartments, payable in advance
2. Lansing North agrees to pay to Cornell \$300. for commuter bus service to and from the Lansing North Apartments, payable in advance
3. Cornell agrees to assist in the distribution and sale of tickets.
4. This agreement shall commence on MAY 12, 1980 , and expire on AUGUST 29, 1980, unless terminated earlier in accordance with the provisions of paragraph 5 below.
5. Any party may withdraw from this agreement upon 30 days written notice mailed to each party at the address specified above.
6. This constitutes the entire agreement between the parties and may not be changed, modified or altered except by an instrument in writing signed by each party.
7. The parties agree that any dispute arising under this contract shall be determined in accordance with the laws of the State of New York.
8. Each party executing this agreement represents that he or she is authorized to sign.

\_\_\_\_\_  
Rocco P. Lucente

\_\_\_\_\_  
Lansing North Apartments

\_\_\_\_\_  
Cornell University

Appendix C: East Ithaca Transit System Contracts

Cornell University ----- Town of Ithaca  
(bus operator) County of Tompkins

Contract Period: 1/24/81 to 12/30/81

AGREEMENT

East Ithaca Transit Program

MADE as of this        day of January, 1981, by and between:  
CORNELL UNIVERSITY, an educational corporation created  
by the Laws of the State of New York, c/o Director of Transpor-  
tation Services, 124 Maple Avenue, Cornell University, Ithaca,  
New York 14850, hereinafter "Cornell"; and

The TOWN OF ITHACA, a municipal corporation, of Town  
Hall, 126 East Seneca Street, Ithaca, New York 14850, herein-  
after, "Town"; and

The COUNTY OF TOMPKINS, a municipal corporation of  
the State of New York, of the Tompkins County Court House, Ithaca,  
New York 14850, hereinafter "County"; and

WHEREAS, Section 119-r of the General Municipal Law  
of the State of New York authorizes the Town and the County to  
contract, under a joint support arrangement or otherwise, with  
a private entity for the performance of certain transportation  
operations; and

WHEREAS, Section 18-b of the Transportation Law of the  
State of New York authorizes the County to apply for assistance  
for sponsoring and maintaining a passenger transportation pro-  
gram in New York State; and

and expedient for safe and efficient operation, after consultation with the other parties hereto.

(2) Cornell agrees to obtain a temporary Certificate of Public Convenience and Necessity from the New York State Department of Transportation and to operate EITS in compliance with all laws, rules and regulations applicable to it.

(3) Cornell agrees to maintain and provide to the other parties monthly operating statements showing income, expense, and number of riders. Expenses shall include bus operation cost at \$20.00/hour, and costs of administration, tickets, and schedules printing as budgeted. Income shall include fares, pass and token revenues and Cornell employee passes credited as \$0.35 per ride. Cornell agrees to provide such monthly operating statements, trip log summaries, and such other and additional information on operation, use, income, expense and operating deficit as may be required by the State of New York from time to time for the County to substantiate applications for operating subsidies from the State and Federal governments.

(4) The County agrees to reimburse Cornell monthly for 13.9% of any net operating deficit it incurs in operating EITS, up to the sum of \$5,000.00 for the year pursuant to County Resolution # 28 passed January 12, 1981 by the Tompkins County Board of Representatives.

(5) The Town agrees to reimburse Cornell monthly for 19.4% of any net operating deficit it incurs in operating EITS, up to the sum of \$7,000.00 for the year, pursuant to the Town Resolution passed December 8, 1980.

(6) The Town and County shall reimburse Cornell within

(11) In the event that Section 18 Operating Assistance or State Operating Assistance (Section 18-b) is no longer available to the County, any party may elect to terminate this agreement upon (3) days written notice to the other parties hereto. Cornell University may terminate this agreement upon 30 days written notice to the other parties hereto, for any reason or without reason.

(12) The parties agree that the provisions of Section 103-d and 103-b of the General Municipal Law concerning waiver of immunity are expressly incorporated herein.

(13) This document constitutes the entire agreement between the parties and may not be changed, modified, or altered except in writing signed by all parties.

(14) This agreement shall be construed in accordance with the law of the State of New York.

IN WITNESS WHEREOF, the parties hereto have caused this to be executed by their duly authorized officers, the day and year first above written.

Seal

Town of Ithaca

Attest: *Janet H. Swartwood*

by: *Noel Busch*

Seal

County of Tompkins

Attest: \_\_\_\_\_

by: \_\_\_\_\_

Seal

Cornell University

Attest: \_\_\_\_\_

by: *William D. Gurowitz*

William D. Gurowitz  
Vice President, Campus Affairs

Appendix D: TOMTRAN

SELECTED SOURCES

PUBLICATIONS

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- General Motors. Interactive Graphics Transit Design System (IGTDS)- User's Manual for GMTDS Release No. 2, 1978.
- Hartgen, David T. Ridesharing Behavior: A Review of Recent Findings. Preliminary Research Report 130. Planning and Research Unit, NYS Department of Transportation. November 1977.
- Miller, Gerald K. Guidelines for the Organization of Commuter Van Programs. United States Department of Transportation. February 1976.
- NYS Department of Transportation. A Guide to Vanpooling in New York State. Planning and Research Unit. Draft, 1980.
- NYS Department of Transportation. Ridesharing Implementation Manual. Planning and Research Unit. Draft, 1980.

- NYS Department of Transportation and the Syracuse Metropolitan Transportation Council. Carpool Handbook: A Guide for Employers. Draft, September 1980.
- RIDES for Bay Area Commuters. Annual Report, FY 1978-79. San Francisco, 1978.
- Southern California Association of Governments. Come Together Ridesharing Program. Draft Report, December 1978.
- Tompkins County Department of Planning. Ridesharing Manual for Employers. October 1979.
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- U.S. Department of Energy. Vanpool Implementation Handbook. DOE/CS-0080. April 1979.
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#### OTHER RESOURCES

National Ridesharing Information Center

National Association of Vanpool Operators

Transportation Center, University of Tennessee

Insurance Services Office