

Technical Memorandum:

Regional Transportation Study Analysis of Existing Conditions

Prepared For:

Regional Transportation Planning Coalition

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The Regional Transportation Study (RTS) is a planning project developed by the Regional Transportation Planning Coalition, a group of community leaders representing county governments, higher education, transit, human services, and planning interests, to study transportation in the seven-county area, including the counties of Cayuga, Cortland, Tioga, Chemung, Schuyler, Seneca, and Tompkins. The study will result in a strategic plan of programmatic and policy solutions to address transportation infrastructure, systems and/or operational improvements and enhancements needed to accommodate projected transportation needs. It is a regional mobility study which will:

1. Increase the efficiency and effectiveness of existing mobility services across all modes;
2. Develop and market real mobility choices to the public; and,
3. Enable coordination among counties to provide the best possible cost effective transportation.

The RTS process will examine existing services and needs, project future demands, incorporate stakeholder input, and develop a series of recommendations in a phased implementation plan and a sustainable process that will address: alternatives to reduce drive-alone automobile trips and to provide realistic options to persons who are unable to or choose not to drive; reductions in commuter traffic on the highway network; potential expansion of bus transportation, including commuter bus and intercity services; incorporation of coordinated mobility programs, such as van pools, guaranteed ride home, ridesharing, and human service transportation; and improvements in communication and technology to improve customer information and agency interaction.

This technical memorandum contains data and information regarding the region's demographics, major activity centers, and existing transit services, incorporating existing studies and reports that have been completed for counties and organizations within the study area. The memorandum also provides a synopsis of "where the region is today". Data used for the development of this technical memorandum was obtained from county and regional sources, the Ithaca-Tompkins County Transportation Council, Regional Transportation Planning Coalition, and the U.S. Census Bureau.

1.0 RTS Study Area

The RTS Study Area consists of the counties of Cayuga, Chemung, Cortland, Schuyler, Seneca, Tioga, and Tompkins (see Regional Transportation Study Area Map). The Study Area lies within four different Metropolitan Planning Organizations (MPOs):

- Genesee Transportation Council (Seneca County)
- Ithaca-Tompkins County Transportation Council (Tompkins County)

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- Elmira-Chemung Transportation Council (Chemung County)
- Binghamton Metropolitan Transportation Study (Tioga County)

Within three Regional Economic Development Councils:

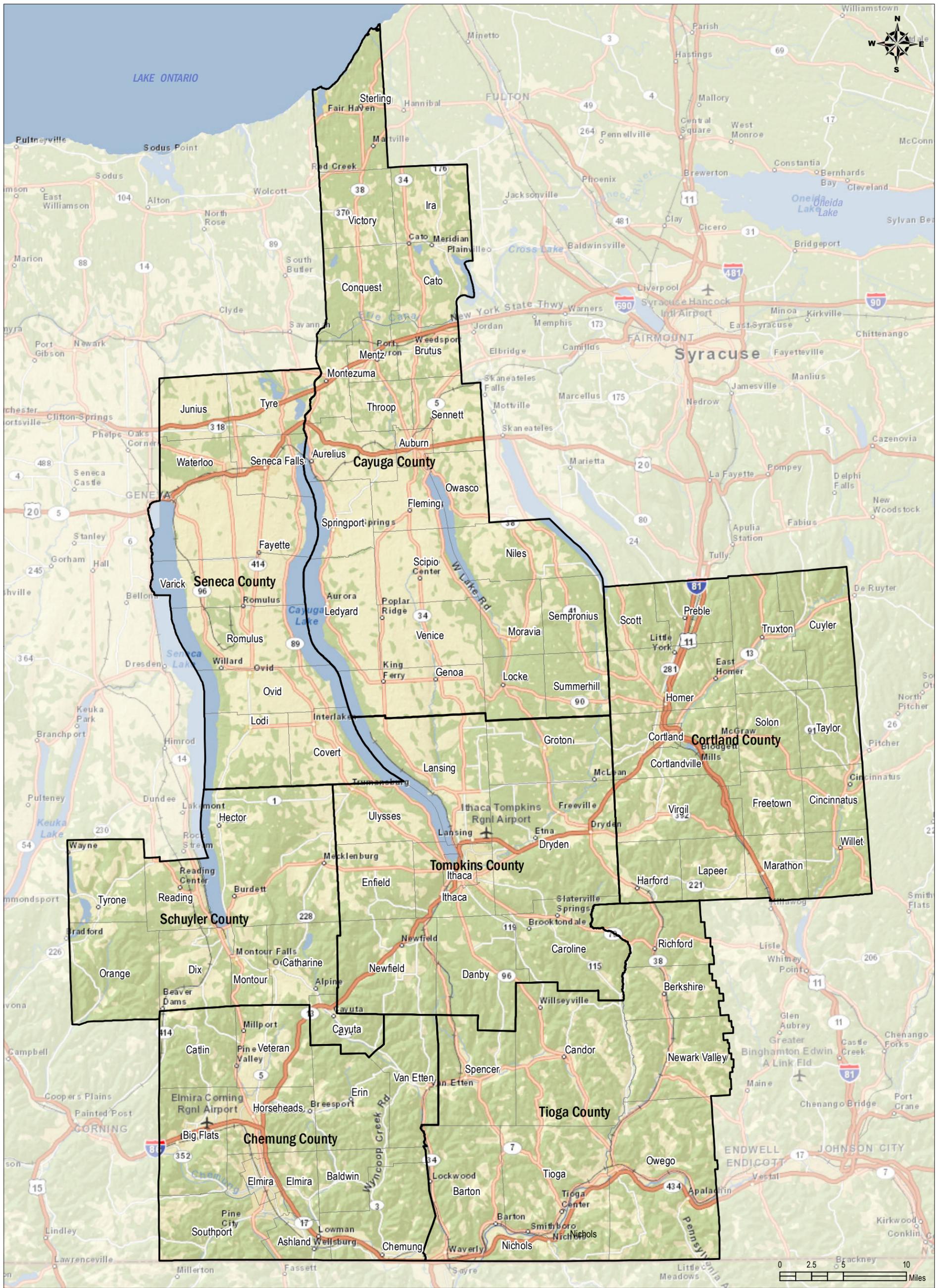
- Finger Lakes (Seneca County)
- Central New York (Cayuga and Cortland Counties)
- Southern Tier (Chemung, Schuyler, Tioga, and Tompkins Counties)

Within three New York State Department of Transportation (NYSDOT) Regional districts:

- Central New York Region 3 (Cayuga, Cortland, Seneca, and Tompkins Counties)
- Southern Tier/ Central New York Region 6 (Chemung and Schuyler Counties)
- Southern Tier Region 9 (Tioga County)

And within two New York State Department of Environmental Conservation (NYSDEC) districts:

- Region 7 (Cayuga, Cortland, Tioga, and Tompkins Counties)
- Region 8 (Chemung, Schuyler, and Seneca Counties)



**REGIONAL
TRANSPORTATION
STUDY**
Regional Map

LEGEND

 County Boundary



WD Project # 455601
Map Created: April 25, 2012

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2.0 RTS Study Area Demographics

This section outlines the demographic, economic, and travel characteristics that are shaping the seven-county area and the ability for its residents to move about the region.

2.1 Population

The population of the seven-county region has grown slightly since 2000, from 421,483 to 424,475, an increase of less than 1%. Cayuga, Chemung, and Schuyler Counties saw minimal decreases in population and Tioga County's population remained nearly stable, while Cortland, Seneca, and Tompkins Counties experienced increases in population. Table 1 lists the 2000 and 2010 population by county.

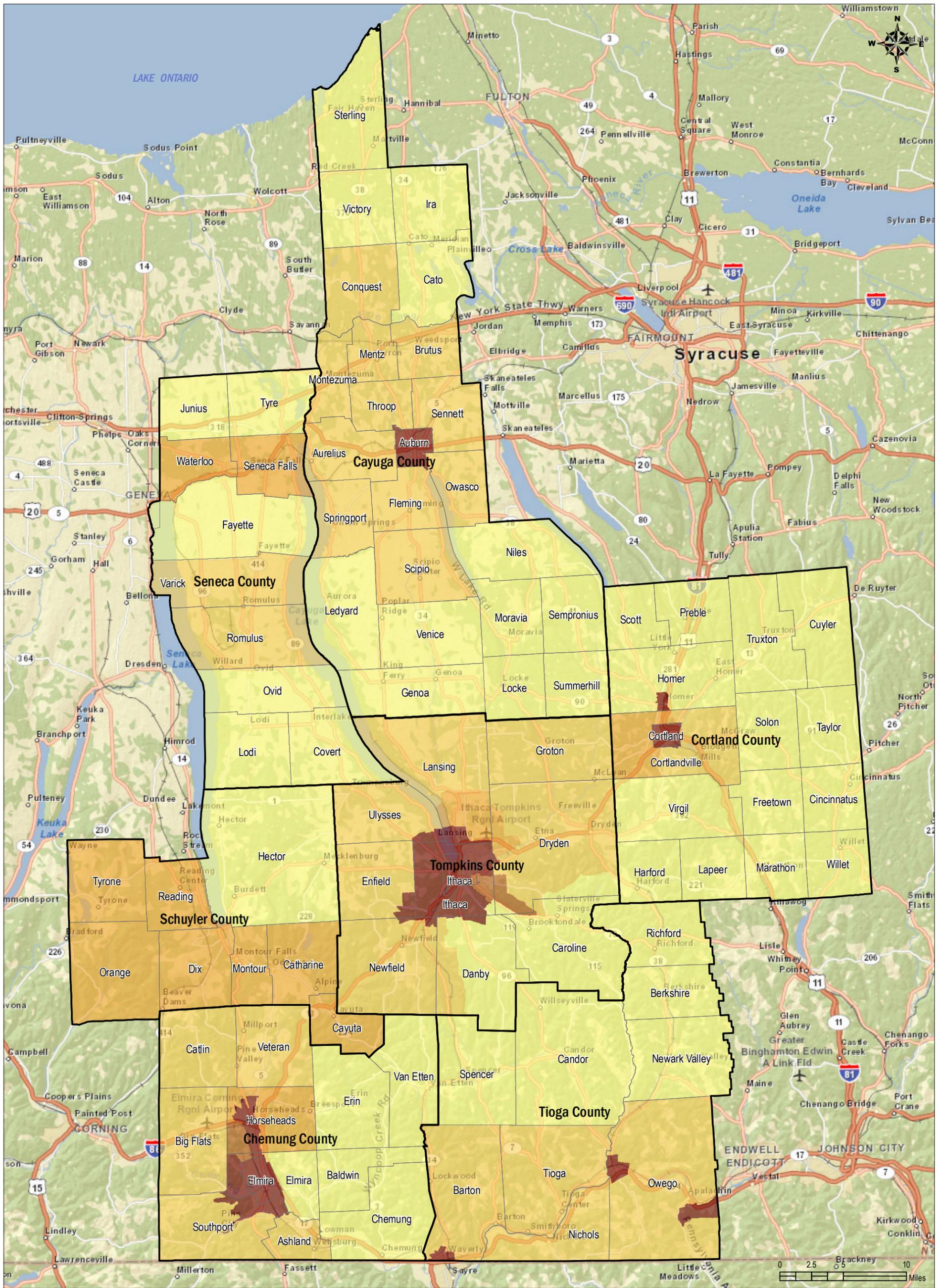
Table 1: Regional Population

County	2010	2000	Percent Change
Cayuga	80,026	81,963	-2.3%
Chemung	88,830	91,070	-2.5%
Cortland	49,336	48,599	1.5%
Schuyler	18,343	19,224	-4.6%
Seneca	35,251	33,342	5.4%
Tioga	51,125	51,784	-1.3%
Tompkins	101,564	95,501	6.0%
Total	424,475	421,483	0.7%

From a population standpoint, there are three counties (Cayuga, Chemung, and Tompkins) that have populations that are significantly higher than the remaining counties. Schuyler, on the other hand, has the lowest population. The 0.7% growth in population between 2000 and 2010 for the seven-county region is less than the statewide growth in population during the same period of 2.1%.

2.2 Population Density

As indicated in the Population Density Map, it is clear that the seven-county region is fairly rural with population clustered around several urban centers with densities in excess of 1,000 persons per square mile – City of Elmira (Chemung), City of Ithaca (Tompkins), City of Cortland (Cortland), City of Auburn (Cayuga), and Town of Owego (Tioga). Population densities are somewhat lower in Seneca and Schuyler Counties, with clusters occurring in places such as Town of Seneca Falls, Village of Waterloo, and Village of Watkins Glen. (see Population Density Map).



REGIONAL TRANSPORTATION STUDY

Population Density

LEGEND

	County Boundary
Population Density Per Sq. Mile	
	25.1 - 74.9
	75.0 - 249.9
	250.0 - 499.9
	500.0 - 999.9
	1000.0 - 10514.2



WD Project # 45601
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2.3 Transportation Disadvantaged Population

In a number of national studies and reports, the U.S. Government Accountability Office has discussed the mobility needs of the “transportation disadvantaged”, who they have defined as those persons who are either, young, old, poor, or have disabilities, who have restricted access to transportation other than public transportation. The mobility needs of those populations are an important component of the RTS.

To provide information regarding those persons, we have compiled the following information regarding seniors over the age of 65, youth under the age of 18, persons with disabilities, individuals that live in households with less than 2 vehicles available, and individuals living in poverty. The 2010 U.S. Census data does not provide numbers for the population in Schuyler, Tioga, and Tompkins County living with a disability, so the 2000 U.S. Census figures were used for these counties. Appendix B offers a look at the transportation disadvantaged population at the county level within the seven-county region.

Table 2: Seven-County Region Transportation Disadvantaged Population

Regional Population	2010	2000	Percent Change
Under 18 Years	87,634	87,603	0.0%
65 and Over	60,185	55,994	7.0%
Poverty Status	56,437	51,654	8.5%
With a Disability	56,298	69,255	-18.7%

Source: 2010 and 2000 U.S. Census

Table 3: Seven-County Region Number of Vehicles Available per Household

County	2010 Percentage of Households with 0 Vehicles	2000 Percentage of Households with 1 Vehicle
Cayuga	3.0%	20.9%
Chemung	3.0%	24.6%
Cortland	5.0%	20.3%
Schuyler	4.1%	17.4%
Seneca	2.9%	20.3%
Tioga	1.7%	15.1%
Tompkins	6.9%	26.9%

Source: 2010 U.S. Census

It should be noted that the methodology for how the Census data is portrayed would allow for transportation disadvantaged persons to be recorded in more than one category (e.g a person over 65 with a disability would be counted twice, once in each the over 65 category and in the persons with a disability category). However, in assessing the demographic

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characteristics, it is plausible to group all seniors and all youth into a single category since an individual cannot fall under both categories, meaning at least 34.8% of the region's population is included in one of these transportation disadvantaged categories (see Percent Population Under 18 Map and Percent Population Over 65 Map). There has been a steady increase in the senior population, while the region's youth population has remained fairly steady.

The data also shows that about 13% of the region's population meets the criteria for living in poverty status, an increase of 8.5% from 2000. Although persons that have identified themselves as having a disability has decreased by almost 19% (logically due to a change in definition), there are over 56,000 persons in this category, which also represents approximately 13% of the population. Nearly a quarter of the region's households have 1 or fewer vehicles available.

2.4 Employment

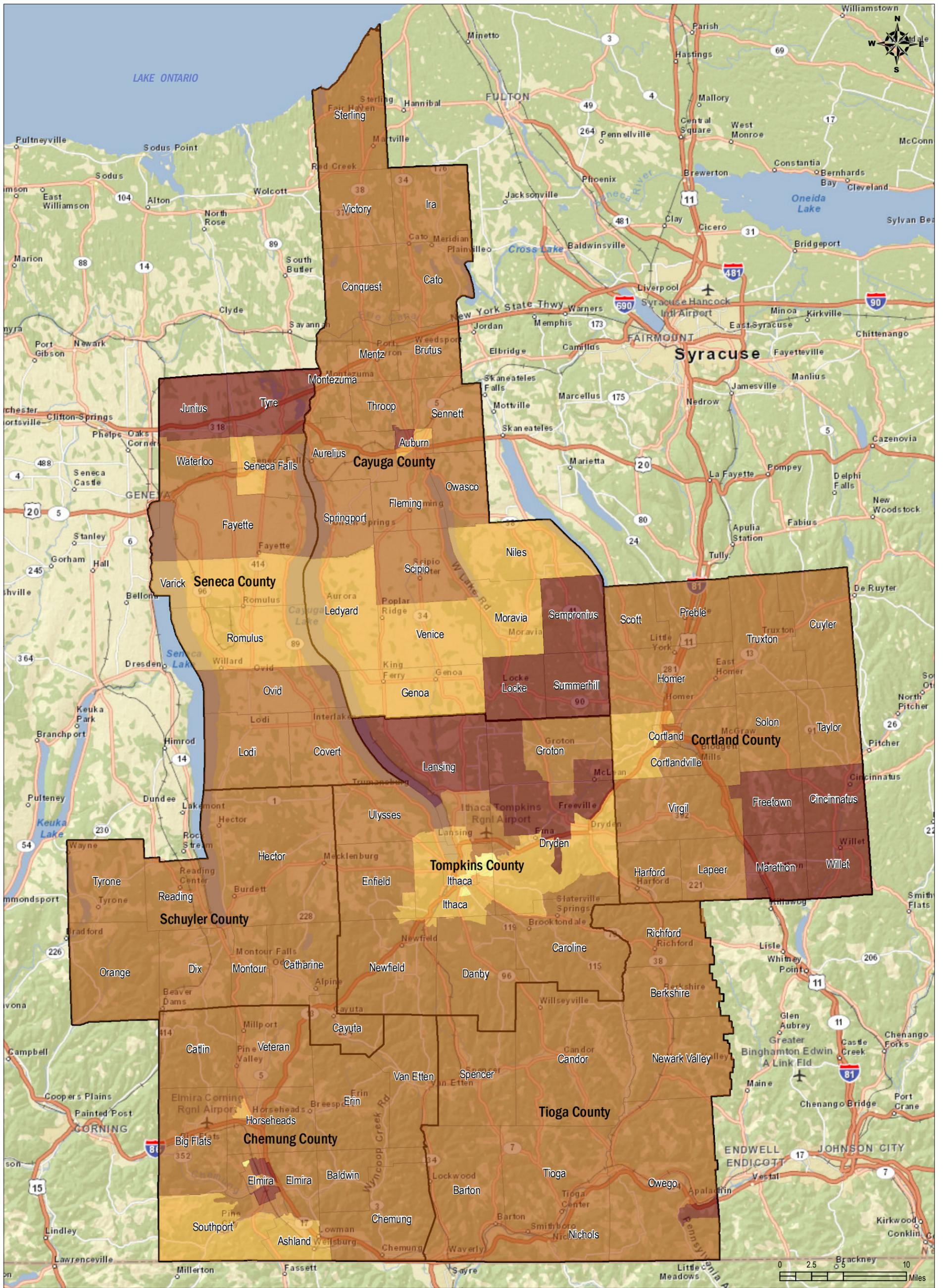
In 2010, 191,472 people from the seven-county region were employed, down slightly from 192,741 in 2000. Tompkins, Chemung, and Seneca Counties are the three largest employment centers in the seven-county region. A review of the 2008 Census Transportation Planning Package (CTPP) shows employment centers outside of the region, such as the Cities of Syracuse, Corning, Rochester, and Binghamton, as well as portions of Pennsylvania, attract a large amount of residents from the region for work (see Appendix A).

Table 4: Seven-County Region Employed Population

County	2010	2000	Percent Change
Cayuga	37,054	36,784	0.7%
Chemung	37,951	39,220	-3.2%
Cortland	19,788	22,163	-10.7%
Schuyler	8,422	8,362	0.7%
Seneca	14,909	14,486	2.8%
Tioga	23,934	24,332	-1.6%
Tompkins	49,414	47,394	4.1%
Total	191,472	192,741	-0.7%

Source: 2010 U.S. Census

Unemployment figures from the New York State Department of Labor for April 2012 show that unemployment in Cayuga, Seneca, Tioga, and Tompkins Counties is less than 8.0 percent. Unemployment in Chemung, Cortland, and Schuyler Counties is in the range of 8.0-8.9 percent. The statewide unemployment rate is 8.1 percent.



REGIONAL TRANSPORTATION STUDY

Percent Population Under 18

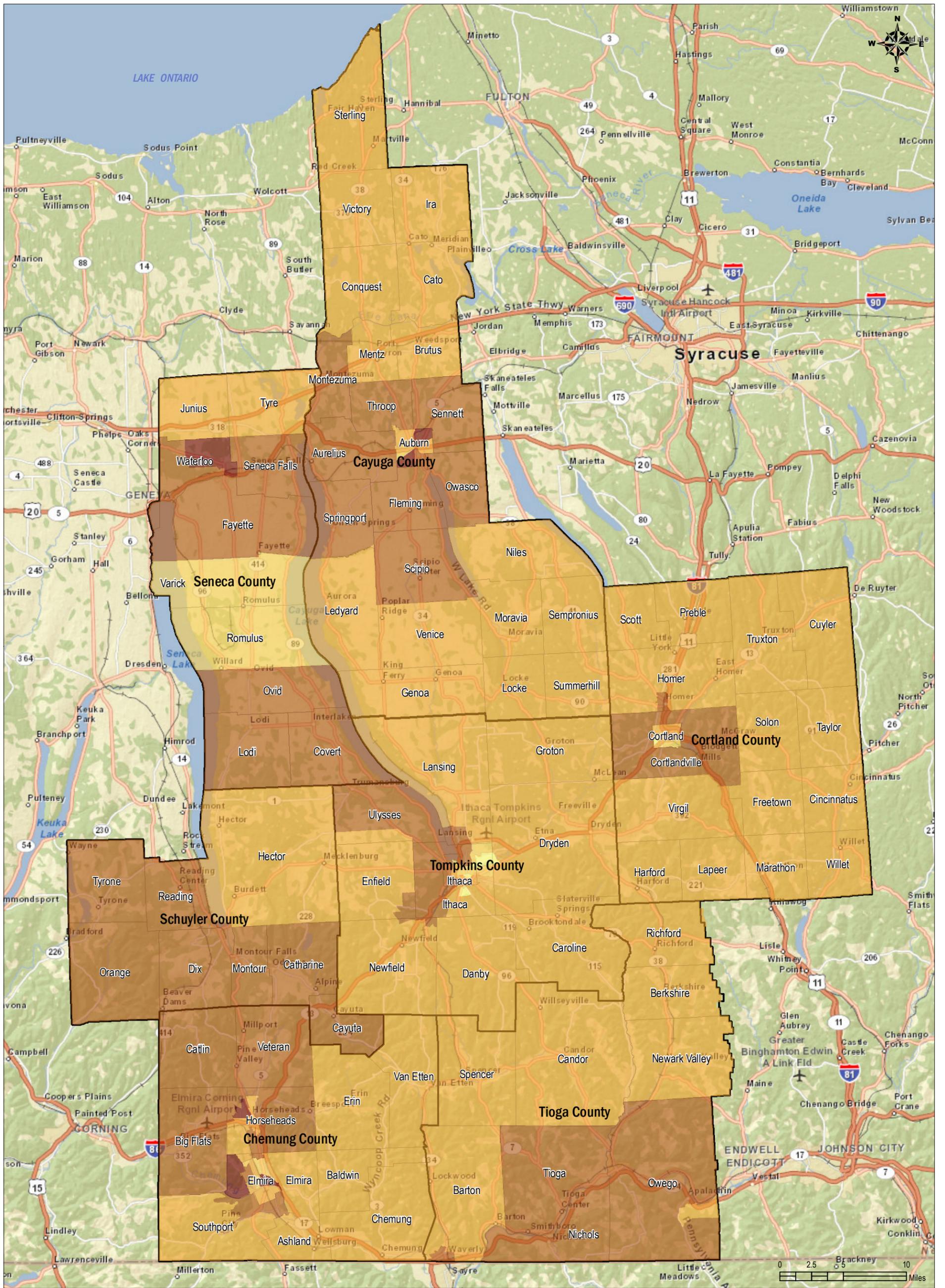
LEGEND

- County Boundary
- Percent Population Under 18**
- <3.9%
- 4.0 - 10.0%
- 10.1 - 20.0%
- 20.1 - 25.0%
- <29.0%



WD Project # 45601
Map Created: April 25, 2012

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Percent Population Over 65

LEGEND

-  County Boundary
- Percent Population Over 65**
-  <1.0%
-  1.1 - 10.0%
-  10.1 - 15.0%
-  15.1 - 20.0%
-  <30.8%



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2.5 Commuting/ Travel Patterns

The 2010 U.S. Census data on work trip commuting and travel patterns clearly indicates that the automobile is the most prevalent form of transportation used in the seven-county region. Of those employed, nearly 75% of workers get to work by driving alone in an automobile while 10% carpool and 2.5% use public transportation. It is important to note that Tompkins County accounts for a large percentage of this public transportation use, with nearly 7% of workers in that county using public transportation and only about 1% of the combined population of the other six counties using public transportation. Also in Tompkins County, a large percentage of employees walk to work, making the “other” category a higher percentage. Table 5 outlines how people in each county indicated the mode of transportation they use to get to work in 2010.

Table 5: 2010 Seven-County Region Employees Mode of Travel to Work (by Percentage)

County	Drive Alone	Carpool	Public Transportation	Other
Cayuga	79.8%	9.8%	1.2%	9.1%
Chemung	82.6%	8.5%	1.1%	7.8%
Cortland	75.2%	10.9%	0.6%	13.3%
Schuyler	79.2%	10.1%	1.8%	8.8%
Seneca	82.8%	9.1%	0.7%	7.5%
Tioga	82.6%	9.9%	0.8%	6.8%
Tompkins	56.6%	11.7%	6.8%	25.0%
Total	74.5%	10.1%	2.5%	12.9%

Source: 2010 U.S. Census

When compared to 2000 U.S. Census figures on commuting, the numbers have remained fairly consistent with the exception of:

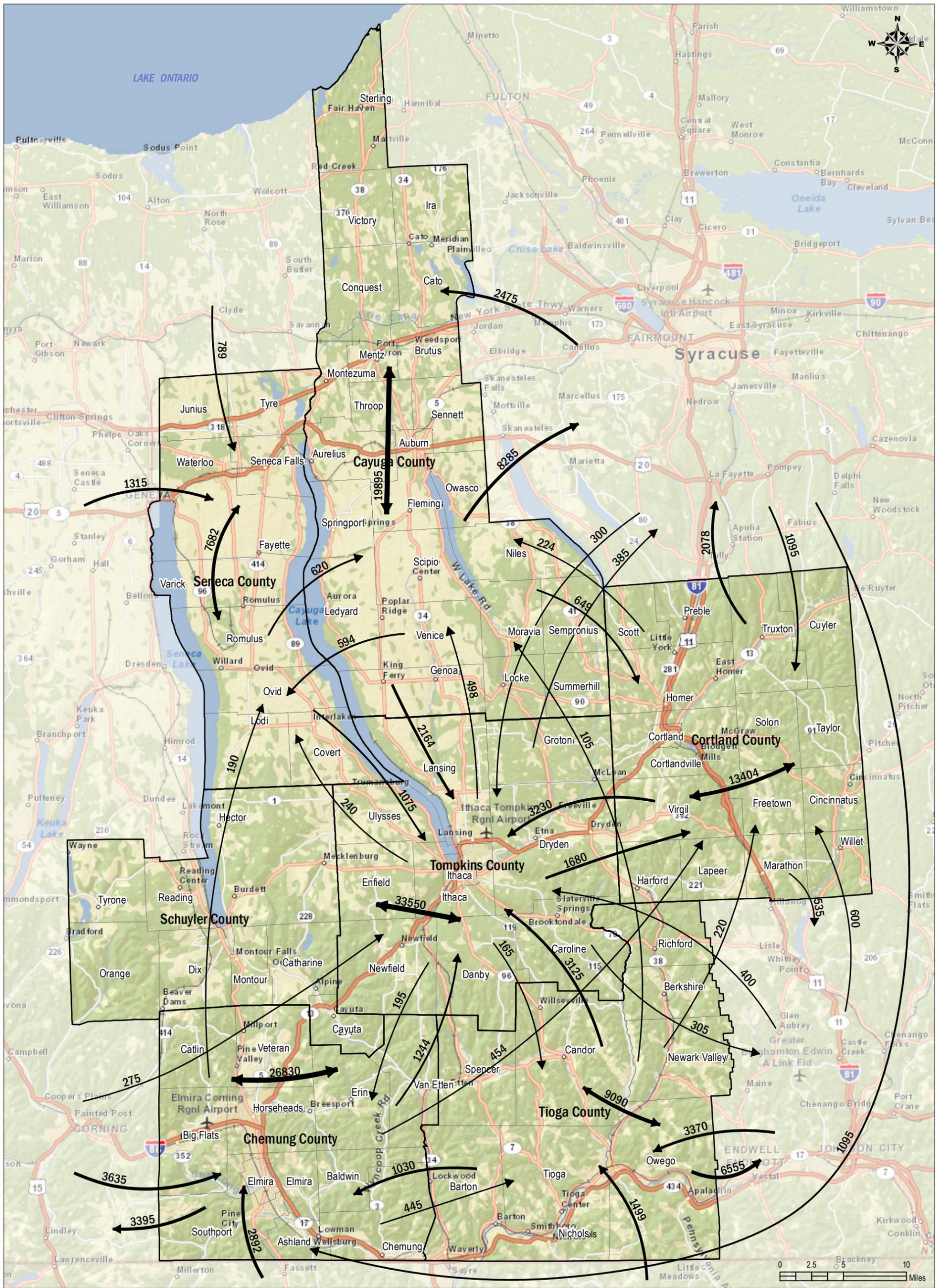
- The number of people living in Tompkins County indicating that they use public transportation increased from 4.8% in 2000 to 6.8% in 2010, and subsequently, the number of people indicating they drive alone decreased from 59.8% in 2000 to 56.6% in 2010.
- The number of people living in Schuyler County indicating that they carpool decreased from 12.8% in 2000 to 10.1% in 2010, and subsequently, the number of people indicating they drive alone increased from 76.9% in 2000 to 79.2% in 2010.

The 2008 CTPP provides a glimpse into the commuting patterns of the residents of the region (see Journey to Work Map). This data is available for all counties in the region except Schuyler County because it has a population of under 20,000. This data shows that

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the majority of people work within their county of residence. Tompkins County acts as the major employment center for the region, attracting nearly 13,000 commuters from surrounding counties, in addition to the nearly 34,000 workers that live within Tompkins County. One of the larger cross-county commuting patterns is between Tompkins and Cortland Counties, presumably due to the educational facilities in each community. There are also a large proportion of workers that reside in the seven-county area that commute to employment in Onondaga, Broome, and Steuben Counties. Likewise, there are a large number of workers that reside in Onondaga, Broome, and Steuben Counties that commute to work within the region. The Journey to Work Map indicates typical daily inter- and intra-county work trips, with one-headed arrows indicating workers commuting from their county of residence to their county of workplace and double-headed arrows indicating commuting to a workplace within a worker's county or residence.

The CTPP data verifies the U.S. Census data that the majority of commuting trips are conducted by single occupant automobile. Tompkins County easily leads the region in public transportation usage, with nearly 3,500 workers that reside in Tompkins County using public transportation to get to their jobs in Tompkins County, while an additional 200 workers that reside outside of Tompkins County use public transportation to get to work in Tompkins County. The data also shows that 105 workers residing in Cayuga County commute to work in Onondaga County by public transportation, 10 workers that reside in Tioga County commute to work in Broome County by public transportation, and 20 workers that reside in Bradford County, PA commute to work in Tioga County by public transportation. The CTPP indicates that no other cross-county public transportation trips are used to get to work. Appendix A provides a more specific breakdown of commuting patterns throughout the seven-county region.



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Journey to Work

*2008 CTPP Data

LEGEND

County Boundary



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Map Created: June, 2012

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** 2008 Census Transportation Planning Package journey to work data is not available for Schuyler County

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3.0 Major Activity Centers

The identification of major activity centers throughout the seven-county region is important in determining areas that act as major trip generators and likely have an increased demand for access. The major activity centers within the seven-county region were identified through various county maps and transit reports, including the ongoing Cortland County Transportation Study, and were chosen because of their concentrations of population, employment, retail, healthcare services, educational facilities, and government/ community facilities (see Major Activity Centers Map). Major activity centers in the seven-county region are broken out by county and include:

3.1 Cayuga County

- Downtown Auburn
- City/ County office buildings
- County House Road government facilities
- Auburn Memorial Hospital on North Street
- Technology Park Boulevard
- Cayuga Community College
- Villages of Fair Haven, and Weedsport
- Village of Moravia/ Cayuga Correctional Facility
- Finger Lakes Mall
- Wells College in the Village of Aurora

3.2 Chemung County

- Downtown Elmira/ Downtown Elmira Transportation Center
- City/County office buildings
- Elmira Corning Regional Airport
- Arnot Mall/ shopping at I-86 exit 51A – Transit Transfer Point
- Southern Tier Crossing area on Big Flats Road near Corning Road
- Airport Corporate Park
- Village of Horseheads Town Complex on Wygant Road
- Grand Central Plaza in Horseheads – Transit Transfer Point

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- Elmira College
- Arnot-Ogden Medical Center
- Elmira Correctional Facility
- St. Joseph's Hospital
- Corning Community College
- Village of Van Etten
- Big Flats

3.3 Cortland County

- Downtown Cortland
- City/ County office buildings
- SUNY Cortland
- Campus apartments and shopping along West Road and State Route 13
- Cortland Regional Medical Center
- Cortland Health Center
- JM Murray Center
- Cortlandville Crossing Mall
- Town of Cincinnatus
- Villages of McGraw and Marathon
- Greek Peak Resort

3.4 Schuyler County

- Village of Watkins Glen/ County office buildings
- Village of Montour Falls
- Walmart on 4th Street in Watkins Glen
- Schuyler Hospital
- Human Services Complex in Montour Falls
- Villages of Burdett and Odessa

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3.5 Seneca County

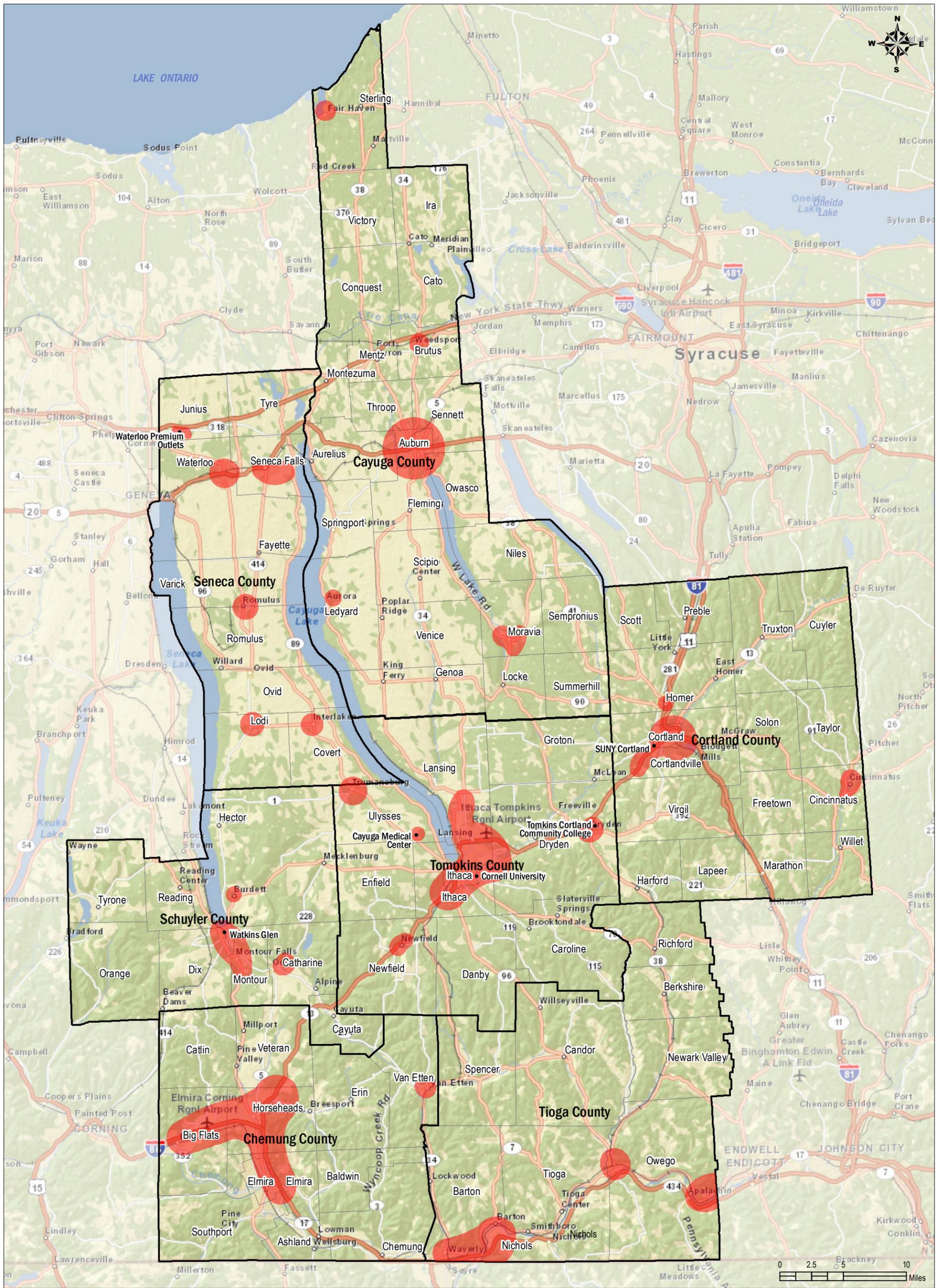
- Village of Waterloo/ County office buildings
- Seneca Falls
- Waterloo Premium Outlets on State Route 318
- New York Chiropractic College on State Route 89
- Villages of Romulus, Lodi, and Interlaken

3.6 Tioga County

- Village of Owego/ County office buildings
- Village of Waverly
- Tioga Downs Casino & Race Track
- Health and Human Services Complex on State Route 38
- Industrial Park near I-86 exit 65

3.7 Tompkins County

- Downtown Ithaca
- City/ County office buildings
- Ithaca College
- Cornell University
- Shops at Ithaca Mall
- Ithaca Tompkins Regional Airport/ Cornell Business & Technology Park
- Ithaca Shopping Plaza and Walmart on State Route 13
- Cayuga Medical Center- Ithaca on Trumansburg Road
- Villages of Trumansburg and Groton
- Town of Lansing
- Village of Dryden/ Tomkins Cortland Community College
- Franziske Racker Center on Wilkins Road



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Major Activity Centers

LEGEND

- County Boundary
- Major Activity Centers



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Map Created: May 1, 2012

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4.0 Existing Transit Operations and Financing

4.1 Transit Financing

4.1.1 Federal Transit Funding

The study area contains a mix of rural and small urban areas. The two largest urban areas (Ithaca and Elmira) each have a regional population of over 50,000, making them eligible for federal assistance administered by formula. For federal fiscal year 2012, the apportionments for Ithaca and Elmira are \$1,058,000 and \$854,205 respectively.

In addition to the formula, there is an incentive program for such urban areas for exemplary performance in a number of key indicators. Other operators in the region outside of Ithaca and Elmira are eligible for federal funds, which are apportioned to the State and allocated by the New York State Department of Transportation.

4.1.2 State Assistance

The New York State Transit Operating Assistance program (STOA) plays a large role in the provision of transit services in the study area. The STOA program provides operating assistance on a formula basis to transit operators in the State. The current STOA formula is \$0.405 per revenue passenger and \$0.69 per vehicle mile of service. The table below shows the STOA reimbursement by County for calendar year 2010.

Table 6: New York State Operating Assistance Payments, 2010

County ¹	Total STOA Eligible Ridership	STOA Eligible Miles	Total Farebox Revenue	STOA Payment
Cayuga	409,864	560,282	\$306,352	\$552,590
Chemung	622,941	1,712,995	\$673,016	\$694,828
Cortland	174,217	318,256	\$171,692	\$290,155
Schuyler ²	2,418	37,247	\$1,470	\$26,680
Seneca	79,236	257,138	\$33,779	\$209,516
Tioga	69,952	653,731	\$457,321	\$479,405
Tompkins	3,577,739	1,712,995	\$3,717,990	\$2,630,951
Total	4,936,367	4,181,007	\$5,361,620	\$4,884,123

¹ Cayuga and Seneca Counties are 2010-2011 State Fiscal Year; All other data is Calendar year 2010.

² Schuyler County service started in the 3rd quarter of 2010 and is not a full year

Source: 2010 STOA

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It should be noted that the intercity carriers in the region (New York Trailways, Greyhound, and Short Line) are also eligible for STOA, but since their operations are statewide, the STOA revenue attributable to the study area cannot be determined.

The NYSDOT also administers a number of Federal Transit Administration (FTA) funding programs applicable to transit operators in the study area. These include:

- Transit Capital Investment Program (Section 5309)
- Elderly and Disabled Program (Section 5310)
- Non-Urbanized Area Formula Program (Section 5311)
- Rural Transportation Assistance Program (RTAP)
- Job Access/ Reverse Commute Program (Section 5316)
- New Freedoms Program (Section 5317)

4.1.3 Medicaid

The Medicaid program in New York State is administered by the Counties. It provides medical assistance to low income persons. Costs for the program are paid approximately 50% by the federal government and 25% by the State with the counties paying approximately 25% of the program cost. Transportation to medical providers is an eligible cost of the program. Most of the counties have established contracts with commercial firms, public transit operators or private non-profit organizations to provide this transportation. This program is undergoing considerable changes in the method of administration by the State which may have some implications for this study.

Some of the County operators have creatively used a combination of STOA and Medicaid transportation funds to operate service.

4.2 Transit Operations

There are a number of transit operations in the region ranging from intercity carriers to very small public transit operators. These are organized by the following groups and are described below

- Intercity commercial bus operators
- Local (intra-county) transit operators
- Social Service transportation providers
- Informal ridesharing services

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4.2.1 Intercity Commercial Bus Operators

There are three commercial firms providing intercity service – New York Trailways, Short Line, and Greyhound. These firms connect the study area to cities in the periphery of the study area such as Syracuse, Rochester, and Binghamton, and to national intercity bus networks. There is no formal schedule coordination between local and intercity carriers nor are there any fare coordination programs.

4.2.1.1 *New York Trailways and Greyhound*

New York Trailways and Greyhound operate joint schedules between Rochester and Binghamton via Ithaca and Geneva. They coordinate schedules and fares and accept each other's tickets. Four daily round trips are operated on this route.

In addition, Trailways operates two round trips daily between Syracuse and Ithaca, with one of these trips extending to Elmira. In addition, the firm operates a single daily round trip between Rochester and Binghamton via Hornell, Corning, and Elmira.

The management of New York Trailways reports that service to the colleges and universities in the study area is their major market

4.2.1.2 *Short Line*

Short Line is a brand name of Coach USA, a subsidiary of the Stage Coach Group in Great Britain. The firm operates local intercity bus service throughout the study area with the following routes:

- Ithaca – Binghamton - 9 round trips daily
- Ithaca - Binghamton via Elmira – 3 round trips daily
- White Plains – Ithaca – 3 round trips daily

There is connecting service in Binghamton to New York City and Long Island.

4.2.2 Local Transit Operators

There are several local transit providers located throughout the region, as identified further below (see Fixed Route Transit System Map).

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4.2.2.1 *Tompkins Consolidated Area Transit Inc. (TCAT)*

By far the largest operator of scheduled service in the study area is Tompkins Consolidated Area Transit Inc. (Ithaca) or TCAT. TCAT has a very unusual governance structure. It is a private, non-profit corporation formed in 1998 when three transit operators – Ithaca Transit, Tompkins County Transit, and the Cornell University transit service merged. The system is governed by a Board appointed by the three entities which own TCAT – the City of Ithaca, Tompkins County, and Cornell University. TCAT was named the outstanding operator in its peer group by the American Public Transportation Association in 2011.

TCAT enjoys a very good reputation for providing services well tailored to its intended markets. The amount of bus service supplied per resident and the bus utilization per resident substantially exceeds the average even much larger cities and ranks in the upper few percent of urban areas which are below 200,000 in population (See Table 7). There are a number of reasons for this. First, Cornell University (21,000 students) and Ithaca College (7,000 students) each have a large number of students without cars, and in the case of Cornell, a substantial number of students who live off-campus. Secondly, the area on the core campus at Cornell is very intensively developed with academic buildings, and the space available on campus for parking is quite limited. This, coupled with high charges for on-campus parking and generous fare incentives by Cornell for students, faculty, and staff to use public transit, results in very high transit volumes and very high service productivity. This cycle results in very high quality frequency and span of service on certain routes – comparable to those found in major cities.

Table 7: TCAT Transit Performance Measures

	Vehicle Revenue Miles Per Capita	Vehicle Revenue Hours per Capita	Passenger Miles per Capita	Passenger Trips per Capita
TCAT Data	37.4	2.5	167.4	63.2
Rank Out of 312 Urbanized Areas	5	2	12	5

Source: 2010 STOA

The service network is comprised of three groups – city routes, Cornell routes, and suburban routes – reflecting the service provided by the TCAT predecessors. Service spans are very large, owing to the travel requirements of the large student population.

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In addition, TCAT operates two commuter routes extending service to Watkins Glen in Schuyler County and Newark Valley in Tioga County.

4.2.2.2. Gadabout

Gadabout is a private non-profit organization in Ithaca that provides door-to-door transportation to disabled residents of Tompkins County. Founded in 1976, Gadabout operates a fleet of about 29 small vehicles and relies on a combination of paid and volunteer drivers to fulfill its mission. The organization transports about 70,000 one-way trips annually and has a budget of about \$1,500,000

Volunteers are required to commit to at least one half day per week for driving and Gadabout pays for the training of the volunteers. The volunteer drivers tend to be younger retirees.

Gadabout is housed in the TCAT facility. Gadabout provides the complementary paratransit service for disabled travelers required by the Americans with Disabilities Act. Gadabout offers services that cover the same hours and areas as TCAT bus service. The fare for Gadabout is \$1.50 for trips internal to Ithaca and \$2.00 for trips which start or end outside of Ithaca.

4.2.2.3 CTRAN (formerly Chemung County Transit)

CTRAN is the new brand name of the Chemung County Transit system. The service is administered as a unit of Chemung County government. The operation is contracted to First Transit, Inc., a national transit management firm.

CTRAN operates a number of regularly scheduled routes in the Elmira and Horseheads area. On most routes, complementary paratransit is provided through a route deviation service in which customer call ahead to the CTRAN dispatcher and requests a pickup. Customers boarding or alighting within 0.75 miles of the route are transported in this manner.

CTRAN operates 14 routes, 10 of which are local routes within the City of Elmira, Village of Horseheads, and surrounding areas, and 4 of which are commuter routes that operate between Elmira and Corning Community College, Elmira and Cornell University in Ithaca, Elmira and Waverly in Tioga County, and Elmira and communities in Pennsylvania. Routes are centered around the Downtown Elmira Transportation Center with major transfer points located in the Village of Horseheads and at Arnot Mall. CTRAN also provides demand based transit service throughout

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the County. The base fare for CTRAN is \$1.50 with a \$3.00 fare for the route deviation service.

4.2.2.4 Cortland Transit

Cortland Transit, operated by First Transit, operates seven weekday fixed routes, four of which operate on regular schedules and provide service to Downtown Cortland, SUNY Cortland, Cortland Memorial Hospital, Cortland Health Center, JM Murray Center, Cortlandville Crossing Mall, and Cortland County Office Building.

The three rural routes operate only during certain peak hours and provide service to Cincinnatus, McGraw, Marathon, Tompkins Cortland Community College, SUNY Cortland, and Cortland County Office Building. Route deviations can be scheduled in advance. Cortland Transit also provides a Dial-A-Ride service that is a curb-to-curb demand based service.

4.2.2.5 SUNY Cortland

SUNY Cortland operates three shuttle bus routes throughout the SUNY campus and adjacent neighborhoods, generally during school hours. On Friday and Saturday evenings, SUNY Cortland operates a shuttle route between the campus and Downtown Cortland. On Saturdays and Sunday, SUNY Cortland operates a shuttle route between the campus and Walmart and Price Chopper.

A transportation study is currently being conducted in Cortland County, funded in part through the auspices of the Community Transportation Association of America (CTAA). The CTAA grant was secured by the Seven Valley's Health Coalition, which also houses the Mobility Manager for Cortland County. The progress made on the Cortland Study will be incorporated into the RTS, and the processes for the two studies are being mutually communicated to all affected parties.

The concept of mobility management, which focuses on service to the customer as opposed to service by a specific operator, is an allowable expense under SAFETEA-LU and a number of the Counties in the RTS area and surrounding jurisdictions have developed those mobility management positions. The benefit of the concept is that it allows staff to be dedicated to the issues involving coordination of services and also promotes the sharing of ideas and concepts with peers. Nationally, two mobility management conferences have been held over the last two years and there is considerable support for using these resources to develop a family of services with

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multiple partners. Counties within the RTS area with Mobility Managers include: Cortland, Schuyler, Chemung, Seneca, Cayuga, and Tompkins.

4.2.2.6 *CENTRO of Cayuga*

Centro of Cayuga provides public bus service for the City of Auburn, Monday - Saturday. The operator is a subsidiary corporation of the Central New York Regional Transportation Authority, based in Syracuse. The service is designed as a clover system with each bus serving all four major routes in succession. Centro of Cayuga provides inter-city service east to Weedsport, Elbridge, Skaneateles, and Syracuse. Expenses for the most recent fiscal year were about \$3.7 million.

4.2.2.7 *Seneca Transit Service (STS)*

Seneca Transit Services (Seneca County) provides transit service primarily in the rural Seneca County. It is a subsidiary of the Rochester Genesee Regional Transportation Authority in Rochester. Annual operating expenses for the service are about \$753,000. The service operates three routes – an internal circulation route within Seneca Falls, a route connecting Waterloo (the county seat) and Geneva and a route connecting Interlaken and Waterloo. STS also provides paratransit service in the region for disabled travelers.

4.2.2.8 *Tioga County Area Transit System/ Ride Tioga*

Ride Tioga provides eight fixed routes throughout Tioga County servicing Owego and Waverly, however, routes are generally structured to be commuter routes and serve locations outside of Tioga County such as Cornell University, City of Ithaca, Tompkins Cortland Community College, and locations in Broome County, including Endicott, Vestal, Broome Community College, and Binghamton. Ride Tioga also operates a Dial-A-Ride demand response service.

4.2.2.9 *Schuyler County Transit*

Schuyler County Transit operates a single route in Schuyler County, providing service to the Villages of Burdett, Montour Falls, Odessa, and Watkins Glen, as well as the Walmart and other shopping areas near Watkins Glen and Montour Falls, Schuyler Hospital, and the Schuyler County Human Services Complex.

ARC is also a common carrier providing service to the rural parts of Schuyler County. ARC has a contract with the Schuyler County Department of Social Services to

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provide transportation associated with the Medicaid program. Their arrangement with DSS is unique from the other counties' programs. They are a contract carrier for the Medicaid program. They are reimbursed on the basis of service (miles) and not for individual person trips. This contract is through the administrative budget of Schuyler DSS. That is, prior authorization per customer trip from DSS is not required. In other Medicaid transportation services in other counties, prior authorization by medical providers for trips is required and the carriers are paid at the published price to the general public. In the Schuyler County arrangement, ARC (the transit operator) receives customer revenue of \$2.00 to \$4.00 per one-way trip from the general public and a higher Medicaid contract rate for Medicaid related trips.

ARC has received a grant from the Department of Veterans Affairs to develop software to manage dispatching and billing for its fleet. The intent of this to better assist veterans in their mobility but it is not exclusively for this use.

4.2.2.10 Endless Mountain Transportation Authority

The Endless Mountain Transportation Authority operates transit service in Bradford County, PA, but provides a bus route to the Arnot Mall in Chemung County on odd dated Tuesdays. This service arrives at Arnot Mall at noon and departs at 3:30 pm.

4.2.3 Transit Service Overlap

Most transit agencies operate within a specific county, however, there are areas within the seven-county region where there exists overlap between transit services, as thus, an opportunity to transfer between services. The following locations are service overlap areas:

- Cortland Transit/ TCAT – Service overlap at Tompkins Cortland Community College (TC3) and within the City of Ithaca;
- Ride Tioga/ CTRAN – Service overlap at the Tioga/ Chemung County border on State Route 224 at State Route 34;
- CTRAN/ TCAT – Service overlap on State Route 13 in Tompkins County;
- TCAT/ Schuyler County Transit – Service overlap in Watkins Glen and Montour Falls.

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4.2.4 Special Purpose Transportation Services

There are a number of nontraditional options that range from carpool connections to innovative solutions including voluntary drivers, etc. . These solutions extend beyond the typical commute trip carpool to include a variety of niche services which appear to have the potential to extend throughout the RTS area. These include:

4.2.4.1 *Zimride*

“Zimride” is an online carpooling and ridesharing service that focuses on existing communities at colleges, universities, and corporations. The service integrates user profiles with Facebook and allows users to limit their matches to members of a private community. Zimride was started in late 2006 by Logan Green, Matt Van Horn, and John Zimmer. Zimride was the first online carpooling site to integrate Facebook to show potential riders who might be riding with them. Zimride received \$250,000 from Facebook in 2008 and is profitable. The initial funding source for this program was a NYSERDA three year grant.

Zimride continues to work nationally on concepts that may have transferability to the RTS such as developing fixed route connections and linking ridesharing with social media.

4.2.4.2 *Ithaca Carshare*

Ithaca Carshare is a membership service offering 24/7 self-serve access to fuel efficient cars, a minivan, and a truck located in Ithaca, NY. Becoming a member is quick and easy, just click on the Join Now tab on the menu bar to start an online application. Reservations can be made by members online at any time day or night.

4.2.4.3 *Way2Go Ithaca*

Way2Go is a program of the Cornell Cooperative Extension of Tompkins County. Way2Go helps people consider the many different ways to get around, overcome transportation barriers, and make transportation choices that save money, support health and well-being, lessen pollution and climate change, and promote a strong, equitable community.

Way2Go exists to: provide information and spread awareness around current transportation options and resources; encourage transportation choices that best support individual, community, and environmental well-being; help improve

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transportation systems and services through dialog among transportation users, providers, planners, and advocates.

Way2Go functions as an ersatz brokerage and includes: coordination with the new CityVan and Vanpool services; creation of a user-friendly, custom-designed ride-matching/ridesharing website for Tompkins County, a project of the Ithaca-Tompkins County Transportation Council (ITCTC) and the Rideshare Working Group; an employer services program to assist employers and businesses in attracting and retaining customers and satisfied, productive employees. Way2Go offers information to both employers and employees on: how sustainable transportation can be good business; commuter options, including ridesharing, vanpooling, active transportation, flexible scheduling, and teleworking; a range of employer options and opportunities to save money and support win-win commuter options, including taking advantage of commuter tax incentives. Way2go is currently scheduled for implementation in Cortland County as well.

Way2Go is also working with ITN to demonstrate the potential for an ITN application for all programs, not just seniors: ITNEverywhere™ is a proposed community transportation solution for small and rural communities. Currently in research and development, ITNEverywhere intends to serve people of all ages. ITNAmerica currently offers an ITN model to serve seniors and people with visual impairments for communities with a population of 180,000 and higher living within a 15 mile radius. ITNEverywhere will use existing private capacity, information technology, and shared business practices to create consumer oriented community transportation.”

4.2.4.4 TCAT Vanpool

TCAT contract with VPSI to provide vehicles and administrative support.

4.2.4.5 Tioga County Greenride

Tioga County is part of **BROOME-TIOGA GREENRIDE**, a FREE Internet-based rideshare matching service sponsored by the Binghamton Metropolitan Transportation Study (BMTS).

4.2.4.6 Chemung County

Chemung County has been talking with the NYSDOT rideshare staff to initiate a program through 511NY.

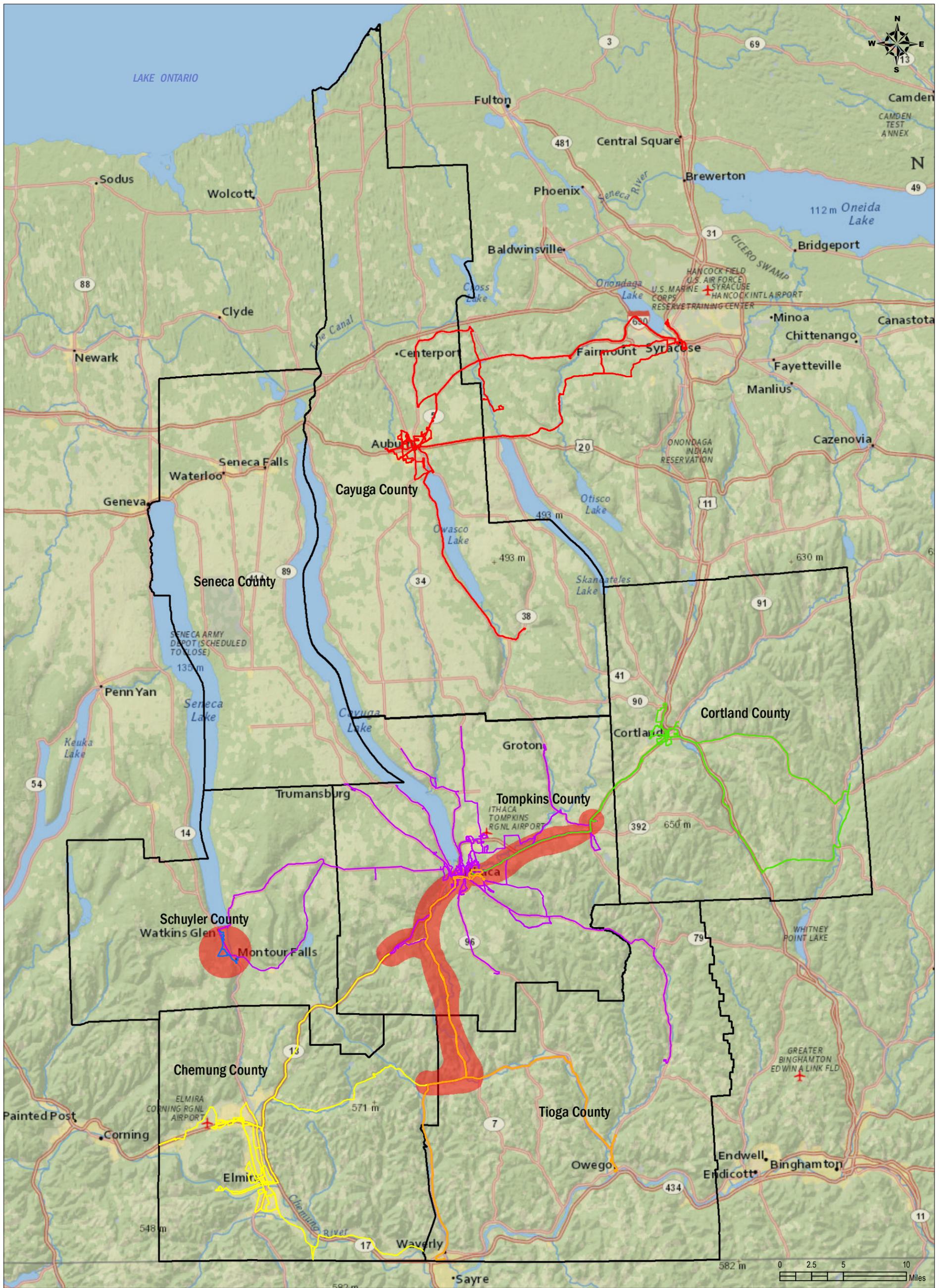
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Throughout the seven-county region, there are numerous government agencies, non-profit groups, and private entities that provide transportation service to certain populations. The following is a sampling of agencies that provide these services:

- Department of Social Services (various counties)
- Office of Aging (various counties)
- Department of Health Services (various counties)
- Franziska Racker Center
- JM Murray Center
- Veteran's Service Agency (various counties)
- Community Action Agency (various counties)
- Head Start (various counties)
- Medicaid Transportation (various counties)
- Retired and Senior Volunteer Program (RSVP) (various counties)
- Seneca/ Cayuga ARC
- Chemung ARC
- ARC of Schuyler County

A goal of the RTS is to assemble information on the potential to integrate these individual services into a network that includes, among other things, coordination of longer distance trips to medical facilities, intercounty transport of human service agency clients, and other mobility needs in addition to coordination with various County fixed route programs.

Other areas for continued emphasis will be transporting veterans and their families, which is the basis of current discretionary grant programs.



REGIONAL TRANSPORTATION STUDY

Service Overlap Areas

LEGEND

- | | |
|-----------------------|-------------------------|
| County Boundary | Service Overlap Area |
| Chemung Transit Group | Schuyler Transit Agency |
| Tioga Transit Agency | Cortland Transit Agency |
| Cayuga Transit Agency | Tompkins Transit Agency |



WD Project # 455601
Map Created: June, 2012

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Data Sources: NYS GIS Clearinghouse, ESRI Basemap

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5.0 Summary

Common issues that have been identified by multiple participants have included:

1. Rural isolation
2. Access to health providers on periphery of study area including Syracuse, Rochester, Binghamton, and Sayre (PA)
3. Large amount of long distance commuter trips
4. Nearly all counties have a mobility manager. Their role in transportation services is evolving
5. Financing is a significant issue
6. New York Governor is interested in mandate relief, so there is a possible opportunity for simplifying regulation of transportation services
7. Medicaid is moving toward a managed care model rather than a “fee for service” model. There will be some implications for transit services
8. Transit services in region are organized by County. County social service agencies are a major financier of transportation through Medicaid clients
9. Role of existing intercity bus services should be explored
10. Lack of information, schedule, and fare coordination are emerging issues
11. Role of volunteers is very strong in several communities
12. New communications service such as 211 for human service information and 511 for traveler information could be considered
13. There is a need to examine interjurisdictional boundary issues

The next step of the RTS will be to examine these common issues within the regional and stakeholder process and to begin looking at various projects, programs, and corridors that can be developed into a regional network. Within the RTS area, a large number of individual efforts have resulted in a wide array of programs and services. The study will look at the individual components and incorporate them into a menu of alternatives that can form the basis of the regional program.

The framework for this network would be enhanced by the effective use of ITS resources and a consistent marketing and communication methodology.

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APPENDIX A: 2008 CTPP Commuting Patterns for the Seven-County Region

Technical Memorandum: Analysis of Existing Conditions

Workplace: Cayuga County

County of Residence – RTS Area

	Cayuga County		Chemung County		Cortland County		Seneca County		Tioga County		Tompkins County	
Mode of Travel												
Drive Alone	17,440	75.1%	4	100%	195	87.1%	580	93.5%	105	100%	474	94.9%
Carpool	2,045	8.8%	0	0%	29	12.9%	40	6.5%	0	0%	24	5.1%
Public Transportation	260	1.1%	0	0%	0	0%	0	0%	0	0%	0	0%
Other	150	0.6%	0	0%	0	0%	0	0%	0	0%	0	0%

County of Residence – Outside RTS Area

	Broome County		Erie County		Jefferson County		Oneida County		Onondaga County		Wayne County	
Mode of Travel												
Drive Alone	80	64.5%	70	100%	55	52.4%	30	60.0%	2,195	88.7%	405	88.0%
Carpool	44	35.5%	0	0%	50	47.6%	20	40.0%	280	11.3%	55	12.0%
Public Transportation	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Other	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%

Source: 2008 Census Transportation Planning Package (CTPP)

Technical Memorandum: Analysis of Existing Conditions

Workplace: Chemung County

County of Residence – RTS Area

	Cayuga County		Chemung County		Cortland County		Seneca County		Tioga County		Tompkins County	
Mode of Travel												
Drive Alone	4	100%	24,150	79.6%	20	66.7%	15	78.9%	1,030	91.2%	195	100%
Carpool	0	0%	2,255	7.4%	10	33.3%	4	21.1%	100	8.8%	0	0%
Public Transportation	0	0%	325	1.1%	0	0%	0	0%	0	0%	0	0%
Other	0	0%	100	0.3%	0	0%	0	0%	0	0%	0	0%

County of Residence – Outside RTS Area

	Bradford County, PA		Broome County		Onondaga County		Steuben County		Tioga County, PA	
Mode of Travel										
Drive Alone	1,625	88.9%	80	64.5%	955	87.2%	3,250	89.4%	855	79.2%
Carpool	199	10.9%	44	35.5%	140	12.8%	370	10.2%	209	19.4%
Public Transportation	0	0%	0	0%	0	0%	0	0%	0	0%
Other	4	0.2%	0	0%	0	0%	15	0.4%	0	0%

Source: 2008 Census Transportation Planning Package (CTPP)

Technical Memorandum: Analysis of Existing Conditions

Workplace: Cortland County

County of Residence – RTS Area												
	Cayuga County		Chemung County		Cortland County		Seneca County		Tioga County		Tompkins County	
Mode of Travel												
Drive Alone	565	87.1%	15	100%	11,835	76.9%	4	100%	220	100%	1,245	74.1%
Carpool	80	12.3%	0	0%	1,330	8.6%	0	0%	0	0%	435	25.9%
Public Transportation	0	0%	0	0%	160	1.0%	0	0%	0	0%	0	0%
Other	4	0.6%	0	0%	79	0.5%	0	0%	0	0%	0	0%

County of Residence – Outside RTS Area												
	Broome County		Chenango County		Madison County		Oneida County		Onondaga County		Oswego County	
Mode of Travel												
Drive Alone	530	80.4%	365	80.4%	105	100%	80	69.9%	955	87.2%	160	100%
Carpool	70	11.7%	89	19.6%	0	0%	35	30.4%	140	12.8%	0	0%
Public Transportation	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Other	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%

Source: 2008 Census Transportation Planning Package (CTPP)

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Workplace: Seneca County

County of Residence – RTS Area

	Cayuga County		Chemung County		Cortland County		Seneca County		Tioga County		Tompkins County	
Mode of Travel												
Drive Alone	545	91.8%	170	89.5%	4	100%	7,025	78.7%	20	100%	140	58.3%
Carpool	49	8.2%	20	10.5%	0	0%	624	7.0%	0	0%	50	20.8%
Public Transportation	0	0%	0	0%	0	0%	35	0.4%	0	0%	0	0%
Other	0	0%	0	0%	0	0%	8	0%	0	0%	50	20.8%

County of Residence – Outside RTS Area

	Monroe County		Onondaga County		Ontario County		Wayne County		Yates County	
Mode of Travel										
Drive Alone	100	100%	70	66.7%	1,180	90.4%	745	94.4%	175	68.6%
Carpool	0	0%	35	33.3%	135	10.3%	40	5.1%	80	31.4%
Public Transportation	0	0%	0	0%	0	0%	0	0%	0	0%
Other	0	0%	0	0%	0	0%	4	0.5%	0	0%

Source: 2008 Census Transportation Planning Package (CTPP)

Technical Memorandum: Analysis of Existing Conditions

Workplace: Tioga County

County of Residence – RTS Area								
	Chemung County		Cortland County		Tioga County		Tompkins County	
Mode of Travel								
Drive Alone	380	85.4%	45	91.8%	8,000	75.4%	125	75.8%
Carpool	65	14.6%	4	8.2%	950	9.0%	40	24.2%
Public Transportation	0	0%	0	0%	50	0.5%	0	0%
Other	0	0%	0	0%	90	0.8%	0	0%

County of Residence – Outside RTS Area										
	Bradford County, PA		Broome County		Chenango County		Delaware County		Susquehanna County, PA	
Mode of Travel										
Drive Alone	1,040	80.9%	3,130	92.9%	45	100%	70	50.0%	210	98.1%
Carpool	225	17.5%	240	7.1%	0	0%	70	50.0%	4	1.9%
Public Transportation	20	1.6%	0	0%	0	0%	0	0%	0	0%
Other	0	0%	0	0%	0	0%	0	0%	0	0%

Source: 2008 Census Transportation Planning Package (CTPP)

Technical Memorandum: Analysis of Existing Conditions

Workplace: Tompkins County

County of Residence – RTS Area

	Cayuga County		Chemung County		Cortland County		Seneca County		Tioga County		Tompkins County	
Mode of Travel												
Drive Alone	1,950	90.1%	990	79.6%	2,750	85.1%	810	75.3%	2,645	84.6%	24,080	53.2%
Carpool	180	8.3%	200	16.1%	445	13.8%	200	18.6%	440	14.1%	4,900	10.8%
Public Transportation	30	1.4%	50	4.0%	35	1.1%	65	6.0%	30	1.0%	3,485	7.7%
Other	4	0.2%	4	0.3%	0	0%	0	0%	10	0.3%	1,085	2.4%

County of Residence – Outside RTS Area

	Broome County		Onondaga County		Oswego County		Steuben County		Yates County	
Mode of Travel										
Drive Alone	400	100%	240	80.0%	90	81.8%	240	87.3%	110	100%
Carpool	0	0%	60	20.0%	20	18.2%	35	12.7%	0	0%
Public Transportation	0	0%	0	0%	0	0%	0	0%	0	0%
Other	0	0%	0	0%	0	0%	0	0%	0	0%

Source: 2008 Census Transportation Planning Package (CTPP)

Technical Memorandum: Analysis of Existing Conditions

Workplace: Broome County

County of Residence – RTS Area								
	Chemung County		Cortland County		Tioga County		Tompkins County	
Mode of Travel								
Drive Alone	240	100%	475	88.8%	6,065	92.5%	295	96.7%
Carpool	0	0%	60	11.2%	465	7.1%	10	3.3%
Public Transportation	0	0%	0	0%	10	0.2%	0	0%
Other	0	0%	0	0%	15	0.2%	0	0%

Workplace: Onondaga County

County of Residence – RTS Area								
	Cayuga County		Cortland County		Seneca County		Tompkins County	
Mode of Travel								
Drive Alone	7,130	85.0%	1,870	89.5%	325	87.8%	305	73.5%
Carpool	1,025	12.2%	208	10.0%	40	10.8%	80	19.3%
Public Transportation	105	1.3%	0	0%	0	0%	0	0%
Other	25	0.3%	0	0%	0	0%	0	0%

Source: 2008 Census Transportation Planning Package (CTPP)

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Workplace: Steuben County

County of Residence – RTS Area						
	Chemung County		Tioga County		Tompkins County	
Mode of Travel						
Drive Alone	2,960	87.2%	100	74.1%	115	100%
Carpool	420	12.4%	30	22.2%	0	0%
Public Transportation	0	0%	0	0%	0	0%
Other	15	0.4%	0	0%	0	0%

Workplace: Monroe County

County of Residence – RTS Area		
	Seneca County	
Mode of Travel		
Drive Alone	330	97.1%
Carpool	10	2.9%
Public Transportation	0	0%
Other	0	0%

Source: 2008 Census Transportation Planning Package (CTPP)

Technical Memorandum: Analysis of Existing Conditions

APPENDIX B: Transportation Disadvantaged Population by County

Technical Memorandum: Analysis of Existing Conditions

Transportation Disadvantaged Population by County

	County of Residence													
	Cayuga County		Chemung County		Cortland County		Schuyler County		Seneca County		Tioga County		Tompkins County	
Under 18 Years	17,298	21.6%	19,880	22.4%	10,411	21.1%	3,890	21.2%	7,519	21.3%	11,977	23.4%	16,659	16.4%
Over 65 Years	12,235	15.3%	13,943	15.7%	6,458	13.0%	3,116	17.0%	5,472	15.5%	8,032	15.7%	10,929	10.8%
Poverty Status	9,091	11.4%	13,730	15.5%	6,706	13.6%	1,496	8.2%	4,067	11.5%	4,886	9.6%	16,461	16.2%
With a Disability	9,486	11.9%	12,714	14.3%	5,399	10.9%	3,657	20.0%	4,847	13.7%	8,240	16.1%	11,955	11.8%

Source: 2010 and 2000 U.S. Census

Data for persons with disabilities is not available for Schuyler, Tioga, and Tompkins County in the 2010 Census; therefore 2000 Census data was used for these counties.