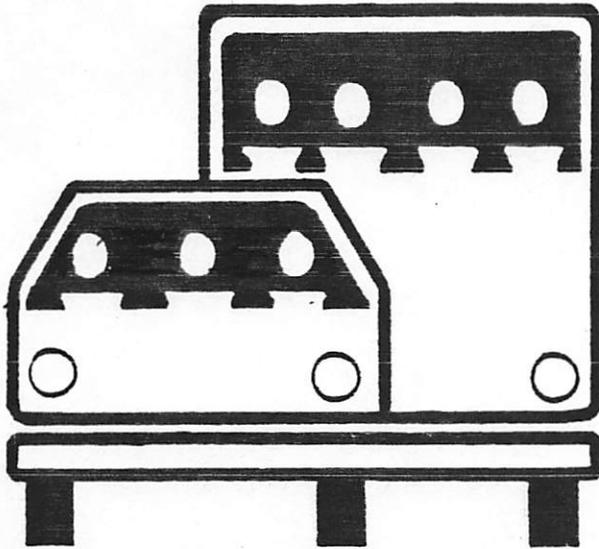


TOMTRAN I AND II PROJECT REVISION

AUGUST 3, 1982



TOMTRAN:

**TOMPKINS COUNTY
TRANSPORTATION SERVICES PROJECT**

TOMTRAN I and II PROJECT REVISION

AUGUST 3, 1982

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PART I. PROJECT OVERVIEW

A. NEED FOR REVISION

This revision of the TOMTRAN Project arose out of the need to (1) extend the TOMTRAN I grant period beyond September 30, 1982 due to program phasing, (2) to revise the operating and capital budgets reflecting new bid prices and (3) to permit the integration of the new TOMTRAN II capital grant with a minimum of confusion.

The revised grant period is from September 1, 1981 to September 30, 1983. The effective date of the TOMTRAN I ARC grant contract is September 1, 1981, although it was made available to the County to execute on September 30, 1981. Therefore the revised grant period is 25 months long. Quarterly activity is reported with the first quarter being 4 months in duration. After the first quarter, the quarterly periods follow standard calendar year quarters, which can be combined to meet the reporting requirements of the different federal, state and county fiscal years.

The preparation of this project revision coincided with the county budget preparation cycle. The TOMTRAN budget revision and the County TOMTRAN budget were prepared simultaneously so that the FY1983 County budget is compatible with the TOMTRAN budget revision and ensures local funding beyond the grant period.

B. PROJECT DESCRIPTION

The applicant for TOMTRAN I & II is the Tompkins County Board of Representatives.

The Fiscal Officer for TOMTRAN is John J. Murphy, Tompkins County Administrator. The Project Director/Administrative Officer is Frank R. Liguori, Commissioner of Planning, Department of Planning, 128 East Buffalo Street, Ithaca, New York 14850 - telephone no. (607) 274-5286.

TOMTRAN I was funded, in part, with a demonstration grant from the Appalachian Regional Commission for \$280,000 in September 1981. TOMTRAN I is a comprehensive,

PART I. PROJECT OVERVIEW

1. PROJECT OVERVIEW

This document provides an overview of the project and its objectives. The project is designed to address the needs of the community and to provide a framework for the development of the project. The project is designed to address the needs of the community and to provide a framework for the development of the project.

(a) to provide the information of the new project grant with a minimum of confusion.

The project grant period is from September 1, 1991 to September 30, 1992. The effective date of the project grant is September 1, 1991. Although it was made available to the county on September 30, 1991, therefore the revised grant was in effect on September 1, 1991. After the first quarter, the quarterly periods follow a number of quarters, which are combined to meet the reporting requirements of the different federal, state and county fiscal years.

The preparation of this report is a joint effort of the county and the project. The project grant period is from September 1, 1991 to September 30, 1992. The project grant is combined to meet the reporting requirements of the different federal, state and county fiscal years.

2. PROJECT DESCRIPTION

The project is designed to address the needs of the community and to provide a framework for the development of the project. The project is designed to address the needs of the community and to provide a framework for the development of the project.

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multi-modal, rural transportation project including operating and capital components. For a description of the TOMTRAN I Project and Grant see TOMTRAN I Project Narrative and grant contract- Appendix A.

TOMTRAN II is a request for a \$156,800 ARC Capital Grant to expand and improve the level of transit service initiated by the TOMTRAN I Ithaca-Dryden Corridor Transit Program. The present scope of services of the transit programs initiated by TOMTRAN I requires a total of 5 transit buses - 4 funded primarily by the ARC and 1 bus purchased with FFY 1980-81 Federal Section 18 capital funds. The TOMTRAN II capital grant will fulfill the TOMTRAN Project capital requirements.

C. PROJECT STATUS

Since the start of the grant period work has progressed on implementing TOMTRAN in the following manner:

- (1) Implementation has continued according to the schedule outlined in the project applications and the first quarterly report. Part IV. discusses the status of each program in detail.
- (2) Further progress has been made in procuring capital equipment. During the period April to June, The County successfully completed the bid procedure for two, ARC-funded buses, see County Resolution # 155 of June 1, 1982, pages I 3-4. Specifications for an IBM Personal Computer were finalized. Bus stop signs were ordered and received in July. Other capital equipment items are being finalized to be purchased during the third and fourth quarters.
- (3) Only one of the TOMTRAN programs has not been scheduled for implementation at this point in time - the School Bus Utilization Program. The School Bus Program requires an amendment to the State Education Law to authorize its operation, see Part IV p. 27.

Project Phasing

A summary of project phasing to date, and for the rest of 1982, is shown below in Table A.

TABLE A: TOMTRAN PROJECT PHASING

<u>Item</u>	<u>Effective Date</u>	<u>Scheduled Starting Date</u>
ARC Grant	September 1, 1981	
ARC Grant Contract Signed	September 30, 1981	
<u>TOMTRAN Programs:</u>		
Suburban Transit	September 1, 1981	
GADABOUT Transportation	September 1, 1981	
Park-and-Ride	September 1, 1981	
Jitney	April 1, 1982	
Carpool	February 15, 1982	
Vanpool		October 1, 1982
Ithaca-Dryden Corridor Transit		August 23, 1982
School Bus utilization		undetermined

...transformation, project transformation project including operating and capital components.

For a description of the TOWNHALL I Project and Grant see TOWNHALL I Project

Executive and Grant Contract Appendix A.

TOWNHALL II is a request for a \$1,000,000 grant to expand and

improve the level of transit services indicated by the TOWNHALL I Inter-urban

Transit Program. The present scope of services of the Transit Program

initiated by TOWNHALL I provides a total of 3 transit buses - 2 funded primarily

by the AEC and 1 bus purchased with TOWNHALL I Federal Section II capital funds.

The TOWNHALL II capital grant will fulfill the TOWNHALL I Project capital requirements.

PROJECT SCOPE

Since the start of the grant period, the project has progressed on implementation

TOWNHALL in the following manner:

- (1) The grant period has contained activities to the extent outlined in the project applications and the first contract of Part IV. It addresses the items of the program in detail.
- (2) Transit program has been with its operating capital equipment. During the period April to June, the County successfully completed the bid process for the AEC-funded buses, and County Council has approved the purchase of the buses. Specifications for the Transit Program have been finalized. The buses were ordered and received in July. Other capital equipment items were ordered and received in July. The program during the fourth quarter are being finalized and will be processed during the fourth quarter.
- (3) Only one of the TOWNHALL I program has not been selected for implementation at this time - the School Bus Replacement Program. The School Bus Replacement Program is an amendment to the State Highway Law to authorize its operation, as Part IV, A, 11.

Project Location

A survey of project location to date, and for the rest of 1971, is shown

below in Table A.

Resolution No. 155 - ACCEPTANCE OF BID - TOMTRAN BUSES

Offered by Mr. Ray, seconded by Mr. Mason.

WHEREAS, bid documents for the purchase of two buses for use in the TOMTRAN Program were approved by the Planning and Public Works Committee and the Appalachian Regional Commission, and

WHEREAS, the County Attorney has determined that the bid advertisements and bid procedures were in accordance with local and State regulations, and

WHEREAS, the Appalachian Regional Commission has agreed to reimburse the County under a special grant, and

WHEREAS, bid documents were requested by five dealers or manufacturers but only one bid was received, from Mathews Buses, Inc. of Dansville, New York, distributors for Thomas Built Buses, Inc. of High Point, North Carolina, and

WHEREAS, the bid as negotiated is as follows:

Bid Price Per Bus	\$ 94,624
Sub Total (2) Buses	169,248
Sub Total Delivery Charge	<u>1,200</u>
Grand Total	\$170,448

WHEREAS, it has been determined by the Commissioner of Planning that the bid and the buses meet specifications and can be funded within the approved TOMTRAN budget with the following transfer of funds:

FROM: Account 5630.210 (Fareboxes)	\$ 3,400
" 5630.210 (Bus Shelters)	1,133
" 5630.222 (Communications)	<u>6,875</u>
	\$ 11,408
TO: Account 5630.232 (Buses)	\$ 11,408

BUDGET

TOMTRAN Account 5630.232 (Buses)	\$162,500
Transfers to Account 5630.232	<u>11,408</u>
Total Budget	\$173,908

COST

Bid Total	\$170,448
Tires	<u>3,460</u>
Total Cost	\$173,908

Resolution No. 155 -ACCEPTANCE OF BID - TOMTRAN BUSES (Continued)

now therefore be it

RESOLVED, On recommendation of the Planning and Public Works Committee, That the aforementioned bid of \$170,448 is accepted and the budget transfers approved,

RESOLVED, further, That the Chairman of the Board is authorized and directed to execute the agreement with Mathews Buses Inc. for the delivery of the two buses, .

RESOLVED, further, That the County Administrator is authorized to make payments in the amount indicated from TOMTRAN Account No. 5630.232 upon proper vouchering, after acceptance of the delivered buses, and in accordance with the Agreement.

cc: Appalachian Regional Commission
County Attorney
County Administrator
Commissioner of Planning

STATE OF NEW YORK }
COUNTY OF TOMPKINS } SS:

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 1st day of June, 1982.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the said Board at Ithaca, New York, this 2nd day of June, 1982.

Phyllis B. Lowell
Clerk
Tompkins County Board of Representatives

PART II. TOMTRAN BUDGETS

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TABLE A.

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TABLE A.

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PART II. TOMTRAN REVISED BUDGETS

TABLE A: TOMTRAN PROJECT MULTI-YEAR BUDGET

SEPT. 1, 1981 - SEPT. 30, 1983

Category	ARC Funds	Federal		Local Cash	Local In-Kind	Program Revenue	Total Eligible
		Section 18	NYS				
1. Personnel	\$16,614				\$69,061		\$85,675
2. Fringe (26%)	4,320				17,956		22,276
3. Marketing & Contractual	24,100				2,230		26,330
4. Supplies	2,046				2,350		4,396
5. Travel	400				550		950
6. Telephone	0				1,800		1,800
7. Operating Programs							
Suburban Transit	5,000	\$6,000	\$107,595	\$62,031		\$143,374	324,000
Ithaca-Dryden Corridor Transit	29,200	11,300	60,422	19,400		71,934	192,256
Van Pooling	10,000						10,000
Car Pooling	0						0
School Bus Utilization	10,000						10,000
GADABOUT	5,000			139,050	144,040	32,000	320,090
Park-and-Ride					2,000		2,000
Jitney	5,000						5,000
8. Subtotal Items (1-7)	\$111,680	\$17,300	\$168,017	220,481	239,987	\$247,308	\$1,004,773

TABLE A: TOMTRAN PROJECT MULTI-YEAR BUDGET
 SEPT. 1, 1981 - SEPT. 30, 1983

Category	ARC Funds	Federal Section 18	NYS	Local Cash	Local In-Kind	Program Revenue	Total Eligible
<u>9.0 Capital Equipment</u>							
9.1 Transit Bus	\$72,563			\$20,437			\$93,000
9.2 Transit Bus	72,562			20,438			93,000
9.3 Transit Bus	1,595	\$77,760	\$9,720	8,125			97,200
9.4 Transit Bus	72,000	43,000					115,000
9.5 Transit Bus	72,000	43,000					115,000
9.6 Radio System	4,000			1,000			5,000
9.7 Fare Boxes	6,400	1,000		900			8,300
9.8 Bus Shelters	12,000	8,000		1,700	\$4,000		25,700
9.9 Micro-computer	10,400			2,600			13,000
9.10 Signs & Poles	1,460			540			2,000
9.11 File Cabinet	140			35			175
TOTAL CAPITAL COSTS	\$325,120	\$172,760	\$9,720	\$55,775	\$4,000		\$567,375
10. TOTAL CAPITAL COSTS	\$325,120	\$172,760	\$9,720	\$55,775	\$4,000		\$567,375
Percent of Funding Sources	57.3%	30.4%	1.7%	9.8%	.7%		100.0%
11. TOTAL OPERATING COSTS	\$111,680	\$ 17,300	\$168,017	\$220,481	\$239,987	\$247,308	\$1,004,773
Percent of Funding Sources	11.1%	1.7%	16.7%	21.9%	23.9%	24.6%	100.0%
12. TOTAL PROJECT COSTS	\$436,800	\$190,060	\$177,737	\$276,256	\$243,987	\$247,308	\$1,572,148
Percent of Funding Sources	27.8%	12.1	11.3%	17.6%	15.5%	15.7%	100.0%

TABLE: B
ARC GRANT EXPENDITURES

CATEGORY	BUDGET TOTAL	ARC TOTAL	NON-ARC TOTAL	EXPENDITURES TO 8/1/82 ARC	EXPENDITURES TO 8/1/82 NON-ARC	ACCOUNT BALANCE ARC	ACCOUNT BALANCE NON-ARC
-1.0 PERSONNEL	\$85,675	\$16,614	\$69,061	\$7,794	\$17,034	\$8,820	\$56,624
2.0 FRINGE BENEFITS	22,276	4,320	17,956	2,026	4,655	2,294	13,301
3.0 MARKETING & CONTRACTUAL	26,330	24,100	2,230	1,237	0	22,863	2,230
4.0 SUPPLIES	4,396	2,046	2,350	832	0	1,214	2,350
5.0 TRAVEL	950	500	550	102	110	298	440
6.0 TELEPHONE	1,800	0	1,800	0	581	0	1,219
7.0 OPERATING PROGRAMS							
7.1 SUBURBAN TRANSIT	\$324,000	5,000	319,000	1,896	113,937	3,104	205,063
7.2 ITHACA-DRYDEN TRANSIT	183,358	29,200	154,158	0	0	29,200	154,158
7.3 VAN POOLING	10,000	10,000	0	0	0	10,000	0
7.4 CAR POOLING	0						
7.5 SCHOOL BUS UTILIZATION	10,000	10,000	0	0	0	10,000	0
7.6 GADABOUT	320,090	5,000	315,090	5,000	138,640	0	176,450
7.7 PARK-AND-RIDE	2,000		2,000	0	0	0	2,000
7.8 JITNEY	5,000	5,000	0	2,000	0	3,000	0
8.0 SUBTOTAL	\$1,004,773	\$111,680	\$893,093	\$20,887	\$274,957	\$90,793	\$618,136

TABLE B :
ARC GRANT EXPENDITURES

CATEGORY	BUDGET TOTAL	ARC TOTAL		NON-ARC TOTAL	EXPENDITURES TO 8/1/82		ACCOUNT BALANCE	
		ARC	NON-ARC		ARC	NON-ARC	ARC	NON-ARC
9.0 CAPITAL EQUIPMENT								
9.1 TRANSIT BUS	\$ 93,000	\$72,563	\$20,437		0	\$72,563	\$20,437	
9.2 TRANSIT BUS	93,000	72,562	20,438		0	72,562	20,438	
9.3 TRANSIT BUS	97,200	1,595	95,605		0	1,595	95,605	
9.4 TRANSIT BUS	115,000	72,000	43,000		0	72,000	43,000	
9.5 TRANSIT BUS	115,000	72,000	43,000		0	72,000	43,000	
9.6 RADIO SYSTEM	5,000	4,000	1,000		0	4,000	1,000	
9.7 FARE BOXES	8,300	6,400	3,900		346	3,654	914	
9.8 BUS SHELTERS	25,700	12,000	13,700		0	12,000	13,700	
9.9 MICRO-COMPUTER	13,000	10,400	2,600		0	10,400	2,600	
9.10 SIGNS & POLES	2,000	1,460	540		782	678	344	
9.11 FILE CABINET	175	140	35		140	0	0	
10. TOTAL CAPITAL COSTS	\$567,375	325,120	\$242,255		\$1,268	\$323,852	\$241,938	
11. TOTAL OPERATING COSTS	\$1,004,733	111,680	893,093		20,887	90,793	618,136	
12. TOTAL PROJECT COSTS	\$1,572,148	436,800	1,135,348		\$22,155	414,645	\$860,074	

TABLE C: ADMINISTRATIVE BUDGET

CATEGORY	LOCAL IN-KIND	ARC	TOTAL	BALANCE ON 8/1/82	YEAR 1 BUDGET 9/1/82 - 9/30/82	YEAR 2 BUDGET 10/1/82 - 9/30/82
6.0 TELEPHONE	\$1,800	0	\$1,800	\$1,219	TOTAL \$ 700	NET 8/1/82 \$ 119 \$1,100

TABLE D : 9.0 CAPITAL EQUIPMENT
QUARTERLY BUDGET

Item	9/1/81 - 12/31/81	1/1/82 - 3/31/82	4/1/82 - 8/1/82	Account Balance 8/1/82
9.1 Transit Bus			6/1 Bid Awarded	\$ 93,000
9.2 Transit Bus			6/23 Contract Signed " "	93,000
9.3 Transit Bus			Section 18 Application to be revised in Aug., budget to be increased	97,200
9.4 Transit Bus		TOMTRAN II applicat- ion revised 3/29/82		115,000
9.5 Transit Bus		" "		115,000
9.6 Radio System				5,000
9.7 Fare Boxes			6/8 \$433.25	7,566.75
9.8 Bus Shelters				24,000
9.9 Micro-computer				13,000
9.10 Signs & Poles			6/29 \$977.84	842.16
9.11 File Cabinet			7/9 \$174.30	0
TOTAL:			\$1,585.39	\$565,609.61

TABLE E.
SUBURBAN TRANSIT PROGRAM
ANNUAL BUDGET

	9/1/81 - 9/30/82	10/1/82 - 9/30/83	Total	Notes
Total Vehicle Hours	7,301	6,692	13,993	
Total Expenses	\$ 161,880	\$162,120 ⁽¹⁾	\$324,000	(1) Assume 10% increase in vehicle hour contract price beginning Jan. 1, '83
<hr/>				
INCOME				
Fare Revenue	\$ 70,522	\$ 72,852 ⁽²⁾	\$ 143,374	(2) fare increase 5¢ on East Ithaca Line to begin 9/1/82.
New York State Transit Operating Assistance	46,495	61,100	107,595	
Federal Section 18	0	6,000	6,000	
<hr/>				
Deficit	-44,863	-22,168	-67,031	
ARC	2,896	2,104	5,000	
Local Cash	\$ 41,967	\$ 20,064	\$62,031	
<hr/>				
Passenger-Trips	161,890	156,000	317,890	II-9

TABLE F:
SUBURBAN TRANSIT PROGRAM
QUARTERLY BUDGET

	Sept. 1 - Dec. 31, '81	Jan. 1 - Mar. 31, 1982	Apr. 1 - June 30, 1982	July 1 - Sept. 30, '82
<u>EXPENSES</u>	2,327 vehicle hours \$ 50,185	1,681 vehicle hours \$ 38,249	1,715 vehicle hours \$38,254	1,578 vehicle hours \$ 35,192
<u>INCOME</u>				
Fare Revenue	\$ 21,090	\$ 18,780	\$15,814	\$ 14,838
New York State Transit Operating Funds	12,739	10,816	10,712	12,228
Federal Section 18	0	0	0	0
Deficit	-16,356	- 8,653	-11,728	- 8,126
ARC	0	0	911	1,985
Local Cash	16,356	\$8,653	\$10,817	\$ 6,141
Passenger-Trips	51,011	44,746	34,563	31,570

TABLE F:
SUBURBAN TRANSIT PROGRAM
QUARTERLY BUDGET

	Oct. 1 - Dec. 31, '82	Jan. 1 - Mar. 31, 1983	Apr. 1 - June 30, '83	July 1 - Sept. 30, '83
<u>EXPENSES</u>	1,718 vehicle hours \$ 38,336	1,681 vehicle hours \$42,073	1,715 vehicle hours \$43,000	1,578 vehicle hours \$38,711
<u>INCOME</u>				
Fare Revenue	\$ 18,680	\$21,482	\$16,812	\$15,878
New York State Transit Operating Funds.	15,300	15,700	15,200	14,900
Federal Section 18	0	3,000	3,000	0
Deficit	-4,356	- 1,891	-7,988	-7,933
ARC	500	500	1,104	0
Local Cash	3,856	1,391	6,884	7,933
Passenger-Trips	40,000	46,000	36,000	34,000

TABLE 6:
 ITHACA-DRYDEN CORRIDOR TRANSIT PROGRAM
 August 23, 1982 - September 30, 1983

	Aug. 23 - Sept 30, '82	Oct 1 - Dec. 31, 1982	Jan 1 - Mar. 31, 1983	Apr. 1 - June 30, '83
EXPENSES	546 vehicle hours \$ 17,608	1,267 vehicle hours \$ 44,486	1,248 vehicle hours \$ 43,458	1,267 vehicle hours \$ 39,174
INCOME				
FARE REVENUE	6,142	\$ 15,204	\$ 17,784	\$ 15,204
NYS TRANSIT OPERATING ASSISTANCE	0	13,671	16,666	13,671
FEDERAL SECTION 18	0	2,800	2,800	2,900
DEFICIT	-11,466	- 12,811	- 6,208	-7,399
ARC	8,210	8,210	6,000	6,000
LOCAL CASH	3,256	4,601	208	1,399
(LOCAL CASH FUND BALANCE)	(16,144)	(11,543)	(11,335)	(9,996)
PASSENGER-TRIPS	8,190	20,272	23,700	20,272

TABLE 2
 ITHACA-DRYDEN CORRIDOR TRANSIT PROGRAM
 August 23, 1982 - September 30, 1983

	July 1 - Sept 30, '83	Total	Notes	Oct 1 - Dec 31, 1983
EXPENSES	1,248 vehicle hours \$ 38,632	5,576 vehicle hours \$ 183,358 (1)	(1) Total Program Budget is \$192,256. Add Local Cash Fund Balance (8,898) to \$183,358 to get budget total.	1,267 vehicle hours \$ 39,159
INCOME				
FARE REVENUE	\$17,600	\$ 71,934		\$ 22,299
NYS TRANSIT OPERATING ASSISTANCE	16,414	60,422		17,315
FEDERAL SECTION 18	2,800	11,300		0
DEFICIT	-1,818	-39,702		455
ARC	780	29,200		0
LOCAL CASH	1,098	9,782		0
(LOCAL CASH FUND BALANCE)	(8,898)	(8,898)		(10,133)
PASSENGER-TRIPS	22,000	94,434		27,000

TABLE H: GADABOUT PROGRAM

ANNUAL BUDGET

BUDGET ITEMS	PERCENT OF BUDGET	YEAR 1 BUDGET 9/1/81 - 9/30/82	YEAR 2 BUDGET 10/1/82 - 9/30/83	TOTAL 9/1/81 - 9/30/82
<u>EXPENSES</u>				
Administration & Overhead	40%	\$ 61,980	\$ 66,050	\$128,030
Vehicle Operating Expenses	13	20,150	21,470	41,620
Equipment Replacement	2	3,100	3,300	6,400
In-Kind Costs (Volunteer Driver and Escort time and donated office space)	45	69,740	74,300	144,040
TOTAL	100%	\$154,970	\$165,120	\$320,090
<u>REVENUE</u>				
Rider Contributions	10%	\$ 15,500	\$ 16,500	\$ 32,000
Fund Raising Events	4	6,200	6,600	12,800
Public Funds	34	47,770	56,120	139,050
City of Ithaca				
City 504 Donation				
Ithaca T., Groton T & Vil.				
Village of Lansing				
Dryden, T & Vill.				
Tompkins County Rev. Sharing				
Dept. of Social Services				
R.S.V.P.				
United Way				
TOMTRAN GRANT (ARC)		5,000		5,000
Other Revenues	7	10,760	11,600	22,360
In-Kind Contributions	45	69,740	74,300	144,040
TOTAL	100%	\$154,970	\$165,120	\$320,090

II-14

PART III. PROJECT MANAGEMENT

A. COORDINATION

The County intends to actively coordinate the transportation programs included in TOMTRAN and between TOMTRAN and other transportation services in the County; with special attention given to Ithaca Transit. The County has a responsibility to coordinate federally-sponsored or funded services as part of the Federal Section 18 Program. Furthermore, the County has the leverage as a major contributor of local funds to specialized transportation agencies to encourage coordination of services.

During the fall, the County will organize a sub-committee of the Ithaca-Tompkins County Transportation Commission to systematically explore ways that publicly-funded transportation services might coordinate or consolidate their operations, vehicle maintenance, and management. The sub-committee will be composed of the administrators of the agencies and services. A list of human service agencies or private, non-profit transportation providers include:

1. GADABOUT Transportation Services Inc.
2. Challenge Industries
3. Special Children's Center
4. Reconstruction Home
5. Tompkins County Economic Opportunity Corporation
6. Tompkins County Human Services Coalition

B. STAFF DEVELOPMENT

Staff development was advanced during the year by the participation in the New York State Department of Transportation State-wide Transit Conference, held in Cooperstown, N.Y. in June 1982. The Project Director participated in a Federal Highway Administration sponsored Rural and Small Urban Transit Manager's Workshop, held in Syracuse N.Y. between July 13-15.

C. MARKETING PROGRAM

Two objectives have been paramount during the design and development of the overall TOMTRAN marketing program. First, the program must convey the message that Tompkins County is now being served by a comprehensive transportation system. Second, the marketing must inform County residents that TOMTRAN includes a variety of services which are most appropriate in specific areas of the County.

In conjunction with the overall marketing plan, individual programs have been designed for each of the TOMTRAN services. Individual marketing efforts will be targeted at appropriate audiences rather than the County as a whole. The TOMTRAN staff hopes that publicity for the overall project and individual programs will complement and reinforce one another.

Each of the marketing programs is being implemented through commercial advertising space, news coverage, and free public announcement spots. In addition, TOMTRAN staff members will make presentations before municipal boards and citizen groups to solicit input and answer questions. Specific marketing techniques will include the following:

1. Display advertising in the Ithaca Journal, Grapevine, Ithaca Times, Tompkins County Rural News, and various smaller weeklies published in the area.
2. Advertising spots on radio stations WHCU, WTKO, WVBR, and WKRT.
3. Each of the newspaper and radio stations will complement paid advertising with Public Service Announcements and notices.
4. The initiation of new service and new schedules will be arranged to generate maximum news value. Public officials will be present at ceremonies to gain media attention.

5. Arrangements are in progress to have feature articles written about personalities, such as popular drivers and operators of the jitney service as well as a comprehensive "Day in the Life of TOMTRAN" article (how long and how far a person can ride on TOMTRAN).
6. Schedule information will be made available to all returning college students through an advertisement in a popular coupon publication.
7. Apartment owners advertise the proximity of bus service in their apartment rental ads.
8. A logo competition will be held during September and October to design a TOMTRAN logo for use on buses, schedules, and advertising. The logo and color scheme will be used on ARC-funded buses.
9. Route maps and schedules will be distributed throughout the County.
10. Phone numbers will be publicized for each of the systems so potential riders can request schedule information.
11. Complete records have been kept for all inquiries about TOMTRAN. As information is made available, each person receives a mailing with the information they need.
12. Mailing lists have been developed from surveys performed throughout the past year. These people also receive mailed information according to their interests.

The TOMTRAN Marketing Program is being continually evaluated and refined. This Fall will be the start of the first big advertising effort for all TOMTRAN Programs and is being coordinated with Ithaca Transit.

PART IV. PROGRAM STATUS REPORTS

<u>Budget</u> <u>Line No.</u>		<u>Page No.</u>
7.0	<u>OPERATING PROGRAMS</u>	
<u>7.1</u>	SUBURBAN TRANSIT	4.1
7.2	ITHACA - DRYDEN CORRIDOR TRANSIT	4.10
<u>7.3</u>	VAN POOLING	4.24
7.4	CAR POOLING	4.25
7.5	SCHOOL BUS UTILIZATION	4.27
7.6	GADABOUT	4.29
7.7	PARK-AND-RIDE LOTS	4.34
7.8	JITNEY	4.37

7.1 SUBURBAN TRANSIT PROGRAMOBJECTIVE

To provide public transit service for suburban areas around the City of Ithaca and to demonstrate its viability in Tompkins County.

STATUS REPORT AS OF AUGUST 1, 1982

(Abbreviations: Northeast Transit - NET
East Ithaca Transit - EIT
Ithaca Transit - IT)

1. Expand NET and EIT service. Schedules of NET and EIT have been extended to the maximum possible under the program budget. NET summer service, in effect from May 24, 1982 until August 27, 1982, provides 10.5 vehicle hours per day. When Fall service resumes on August 30th, vehicle hours will return to 19 vehicle hours per day.
2. Increase cooperation between suburban transit and Ithaca Transit. During the summer, a demonstration transfer system is in effect. Complete details of transfers are explained on the enclosed NET schedule on page 4.1. In addition, NET route was extended to serve as a shuttle between the Downtown Commons and the City Pool and Roller Rink. (Ithaca Transit does not serve the pool and rink area.) A complete transfer system between EIT, NET, and IT is being developed for implementation during the Fall, 1982.
3. Capital Equipment Acquisition. The TOMTRAN Federal Section 18 Capital application for a transit bus for EIT is at the FHA for review. The budget for this bus was increased from \$81,250 to \$97,200, reflecting the higher than anticipated bus prices from the bus bid of June 26, 1982. The \$15,950 increase is funded as follows:

Federal Section 18	\$12,760
ARC	1,595
New York State	<u>1,595</u>
	\$15,950

Priority locations for bus shelters were identified. In July, bus stop signs were received and will be installed along the sites by August 30th.

4. Coordinated Marketing and Operations. Marketing programs for the summer and fall were developed and are operating. With the start of a new contract period on January 1, 1983, both systems will be unified under the TOMTRAN name.

It is desirable to unify operations under a single operator. Negotiations to accomplish this are encouraging. Possible conflicts with private carrier rights are being explored.

5. Coordination of budget years and multi-year contracts. In May, a seven month NET contract was approved to put NET on a calendar budget year along with EIT (see County Resolutions #152 and #153 on pages 4.5-4.6.) The first multi-year agreements for suburban transit will be prepared during the Fall, 1982.
6. On-board rider surveys. EIT riders were surveyed on April 30, 1982 and NET riders were surveyed on May 7, 1982. Both surveys asked for information on quality of service with requests for improvements; several socio-economic characteristics of riders were also measured.
7. Long-range coordination of transit services in Tompkins County. Initial discussion of a possible intermunicipal agreement is underway to identify an appropriate management structure for the Ithaca urban and suburban area. The following points are under discussion:
 - a. authorize IT service outside the City of Ithaca;
 - b. define County policy regarding new transportation services in the IT service area;
 - c. agree on goal of one operator; and
 - d. affirm commitment to GADABOUT as local option for Section 504 requirement.

Resolution No. 152-AUTHORIZING PARTICIPATION IN NORTHEAST TRANSIT SYSTEM

Offered by Mr. Ray, seconded by Mr. Tillapaugh.

WHEREAS, the Northeast Transit Study Committee recommends putting the Northeast Transit System Program on a calendar year, and

WHEREAS, the Northeast Transit Study Committee has reviewed the operation and budget for the Northeast Transit System for the period June 1, 1982 - December 31, 1982 and has recommended that the system continue with joint participation as follows:

Village of Lansing	\$4,500
Town of Ithaca	\$4,500
Cornell University	\$4,500
Village of Cayuga Heights	\$1,050
County of Tompkins	\$3,200
City of Ithaca	\$3,200
Other	\$3,200

now therefore be it

RESOLVED, on recommendation of the Planning and Public Works Committee, That the County of Tompkins continue to participate in the program for the period June 1, 1982 - December 31, 1982 at a cost not to exceed \$3,200,

RESOLVED, further, That the Chairman of the Board is hereby authorized and directed to execute the joint agreements,

RESOLVED, further, That the County Administrator is hereby authorized and directed to make payments from Account 5630.425 to the City of Ithaca, the administrators of the program, up to the maximum amount of \$3,200 upon proper vouchering on a monthly basis.

- cc: County Administrator
- County Attorney
- ✓Commissioner of Planning
- Commissioner of Public Works
- City of Ithaca (B. Carpenter)
- Town of Ithaca (L. Fabbroni)

STATE OF NEW YORK }
COUNTY OF TOMPKINS } SS:

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 1st day of June, 1982.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the said Board at Ithaca, New York, this 2nd day of June, 1982.

Phyllis B. Howell
Clerk
Tompkins County Board of Representatives

Resolution No. 153-AUTHORIZING APPALACHIAN REGIONAL COMMISSION GRANT FOR NORTHEAST TRANSIT SYSTEM

Offered by Mr. Ray, seconded by Mr. Freeman.

WHEREAS, the Northeast Transit System (NET) is part of the Suburban Transit Program of TOMTRAN (Tompkins County Transportation Services Project) and is eligible for a \$5,000 operating grant from the Appalachian Regional Commission, and

WHEREAS, the Northeast Transit Study Committee has reviewed the operation and budget for the Northeast Transit System for the period June 1, 1982 - December 31, 1982 and has recommended using the Appalachian Regional Commission funds to support service expansion and improvements during this period, now therefore be it

RESOLVED, on recommendation of the Planning and Public Works Committee, That the Appalachian Regional Commission funds be incorporated into the joint agreement for NET for the period June 1, 1982 - December 31, 1982 at a cost not to exceed \$5,000,

RESOLVED, further, That the County Administrator is hereby authorized and directed to make payments from Account 5630.425, TOMTRAN ARC Grant, to the City of Ithaca, up to a maximum amount of \$5,000 upon proper vouchering on a monthly basis.

- cc: County Administrator
- County Attorney
- Commissioner of Planning
- Commissioner of Public Works
- City of Ithaca (B. Carpenter)
- Town of Ithaca (L. Fabbroni)

STATE OF NEW YORK }
COUNTY OF TOMPKINS } SS:

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 1st day of June, 1982.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the said Board at Ithaca, New York, this 2nd day of June, 1982.

Phyllis B. Lowell
Clerk
Tompkins County Board of Representatives

8. Evaluation. Tables A and B (see pages 4.8-4.9) present an evaluation to date of the Suburban Transit Program. Table A compares actual ridership with the projections contained in the TOMTRAN II application. As of June 30th, actual ridership exceeded the projected ridership goal of 125,000 passenger-trips for the first year. Table B shows quarterly statistics for the first three quarters of TOMTRAN I.

TOMTRAN SUBURBAN TRANSIT PROGRAM

TABLE.A.: PROJECTED RIDERSHIP AND ACTUAL RIDERSHIP FOR SEPTEMBER 1981
THROUGH AUGUST 1982

Note: This table compares actual ridership with projected ridership estimates made in the TOMTRAN Project Narrative, August 1981, Table 12, p. 73.

<u>Month</u>	<u>Projected Ridership</u>	<u>Actual Ridership</u>	<u>Difference (Actual - Projected)</u>
September 1981	11,000	13,047	2,047
October "	13,000	12,960	-40
November "	12,750	12,676	-74
December "	10,000	12,328	2,328
January 1982	12,000	11,511	-489
February "	15,500	16,070	570
March "	<u>14,500</u>	<u>17,165</u>	<u>2,665</u>
<u>Sub Total (9/81-3/82)</u>	<u>88,750</u>	<u>95,750</u>	<u>7,007</u>
April "	13,750	15,337	1,587
May "	8,000	10,691	2,691
June "	<u>5,250</u>	<u>8,535</u>	<u>3,285</u>
<u>Sub Total (9/81-6/82)</u>	<u>115,750</u>	<u>130,313</u>	<u>14,563</u>
July "	5,000		
August "	<u>4,250</u>		
TOTAL:	125,000		

TABLE B : SUBURBAN TRANSIT PROGRAM EVALUATION

Variable	1st Quarter 9/1/81 - 12/31/81	2nd Quarter 1/1/82 - 3/31/82	3rd Quarter 4/1/82 - 6/30/82
1. Cost	\$ 50,185	\$ 38,248	\$ 38,245
2. Revenue	\$ 21,090	\$ 18,780	\$ 15,814
3. Gross Deficit	-29,095	-19,468	-22,431
4. Percent Revenue/Cost	42.0%	49.1%	41.3%
5. Passenger-Trips	51,011	44,746	34,563
6. Vehicle Hours	2,327	1,681	1,715
7. Capacity Per Bus (1)	54	54	54
8. Total Capacity-Hours	125,658	90,774	92,610
9. Pass.Trips/Capacity-Hour	.406	.502	.373
10. Cost/Capacity-Hour	\$.399	\$.421	\$.413
11. Revenue/Capacity-Hour	\$.168	\$.207	\$.171
12. Total Vehicle Miles	30,431	22,671	22,002
13. Deadhead Miles	0	0	0
14. Total Revenue Miles	30,431	22,671	22,002
15. Average Passenger-Trip Length (miles)	2.87	2.87	2.87
16. Total Passenger-Miles	146,453	132,795	99,196
17. Pass.Trips/Pass.-Mile	.348	.336	.348
18. Cost/Passenger-Mile	\$.343	\$.288	.385
19. Revenue/Passenger-Mile	\$.144	\$.141	.159

Notes: (1) Capacity Per Bus - Total seating and standing capacity per bus.

PRINT NAME AND ADDRESS AND PHONE NUMBER

1. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

2. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

3. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

4. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

5. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

6. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

7. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

8. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

9. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

10. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

11. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

12. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

13. NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

NAME: [REDACTED] ADDRESS: [REDACTED] CITY: [REDACTED] STATE: [REDACTED] ZIP: [REDACTED]

7.2 ITHACA-DRYDEN CORRIDOR TRANSIT PROGRAM

OBJECTIVE

To demonstrate the feasibility of fixed-route public transit along the Ithaca-Dryden Corridor where sufficient travel demand and trip generators exist.

STATUS REPORT AS OF AUGUST 1, 1982

1. Operator selected.

Cornell University was selected as the operator of the Ithaca-Dryden Corridor Transit System (IDT). A Request for Proposal for the day-to-day operation and management of IDT was advertized on June 30, 1982 and RFP were sent to Cornell University, City of Ithaca, Swarthout and Ferris Bus Service and Greyhound Bus Lines. Cornell University was the sole bidder and was awarded the contract. The term of the contract is from July 20, 1982 to December 31, 1983. The hourly vehicle prices were within the program budget. Cornell will begin operating the service using two Cornell-owned buses until the ARC-funded buses arrive by March 5, 1983. IDT service is scheduled to begin on August 23, 1982.

2. Capital Equipment Acquisition

Two Thomas Transit Liners are expected to arrive by March 5, 1983. At that time, the proposed extension of service to the Village of Groton as part of TOMTRAN II may be initiated with a leased Cornell bus; pending the procurement process of the ARC-funded buses included in TOMTRAN II. Bus stop signs arrived on July 30th and will be installed before the start of service. Bus shelter priority locations have been identified.

3. Design and Implement Marketing Plan

A marketing program for IDT is underway. Assistance has been offered by the Tompkins-Cortland Community College staff, Cornell University,

Village and Town of Dryden officials, and major apartment owners and retail establishments located along the route. The overall TOMTRAN marketing plan emphasizes the IDT service since it is a major new service of TOMTRAN.

4. Route and Schedule Design

Surveys of Tompkins-Cortland Community College students and staff were conducted during the week of May 3, 1982. The schedule and route have been developed and are being refined for release during the week of August 9th.

Other input to the scheduling and routing came from a random, mail-back survey of the Town of Dryden conducted in July 1982.

The design of routes and schedules has been greatly assisted with the use of a computer graphics transit design program made available by a graduate student in the Cornell University School of Engineering. Darleen Yerdon, the Cornell engineering student, has greatly assisted this effort by using IDT as the topic of her masters thesis. TNOP, Transit Network Optimization Program, produced by General Motors, was used to develop routes and schedules for IDT. The program can simulate up to three modes of transportation and distribute trip demand from many origins to many destinations. The destinations used for IDT include: Tompkins-Cortland Community College, New York State Electric and Gas, Cornell University, Ithaca City Commons, Pyramid Mall, Morse-Chain Div. of Borg-Warner and the County Airport Area. Origins of travel demand were allocated along nodes of the IDT network. The travel demand data was developed from the number of surveys and location of employees by zip codes provided by the major employers since 1980. The following 11 exhibits describe the simulation procedure of TNOP.

... of ... and ... of ...
... along the ...
... since it is a major ... of ...

... ..

... of ...
... during the week of ...
... and is being ... for release during the week of August 28th.
... to the ... and ...
... ..

The ... and ... has been ... with the
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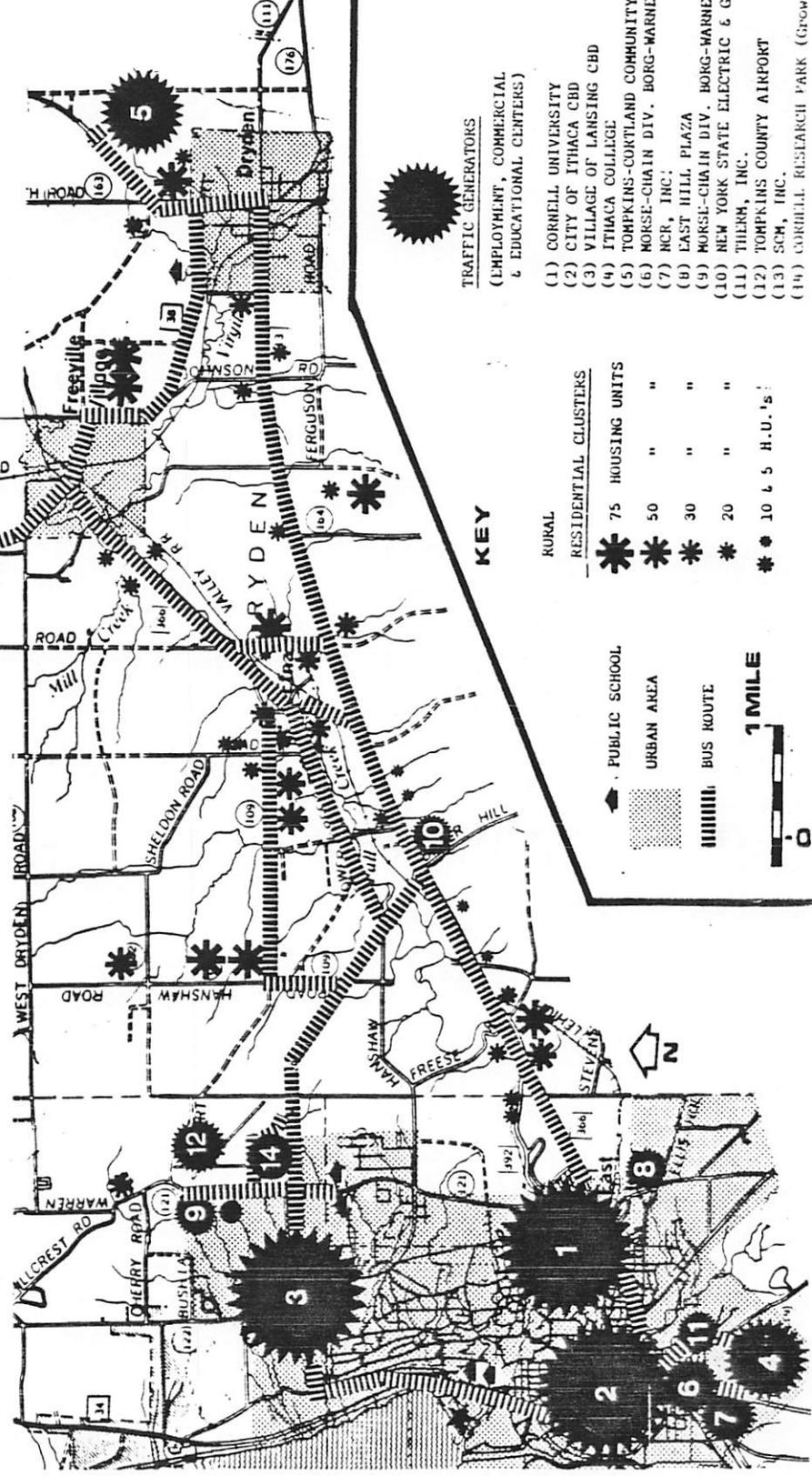
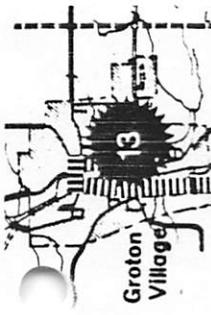
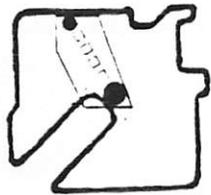
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TOMPKINS COUNTY ITHACA - DRYDEN CORRIDOR

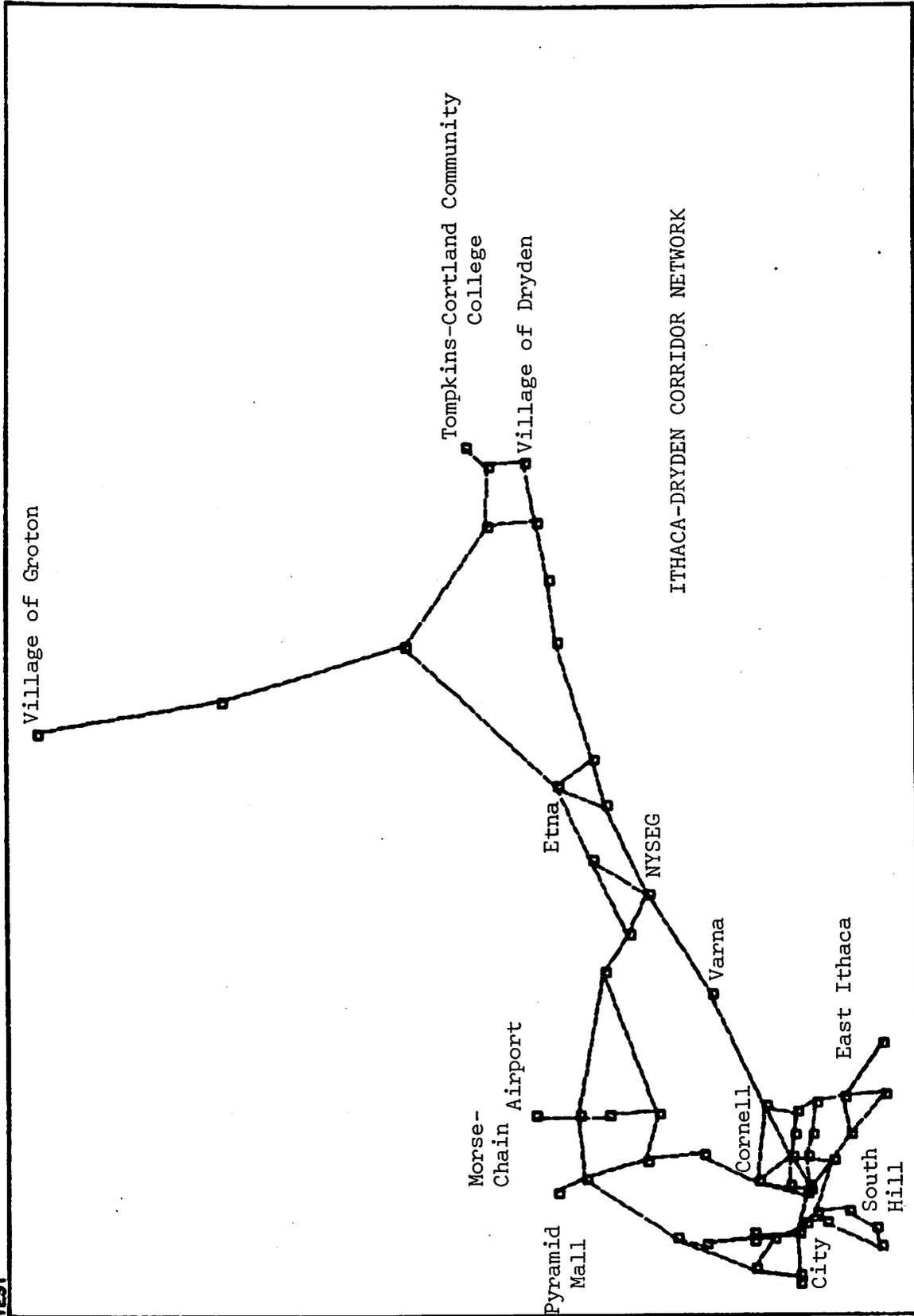


- TRAFFIC GENERATORS**
(EMPLOYMENT, COMMERCIAL & EDUCATIONAL CENTERS)
- (1) CORNELL UNIVERSITY
 - (2) CITY OF ITHACA CBD
 - (3) VILLAGE OF LANSING CBD
 - (4) ITHACA COLLEGE
 - (5) TOMPKINS-CORTLAND COMMUNITY COLLEGE
 - (6) MORSE-CHAM DIV. BORG-WARNER, INC.
 - (7) NCR, INC.
 - (8) EAST HILL PLAZA
 - (9) MORSE-CHAM DIV. BORG-WARNER, INC.
 - (10) NEW YORK STATE ELECTRIC & GAS, INC.
 - (11) TILKEM, INC.
 - (12) TOMPKINS COUNTY AIRPORT
 - (13) SCM, INC.
 - (14) CORNELL RESEARCH PARK (Growth Area)

- KEY**
- RURAL**
- RESIDENTIAL CLUSTERS**
- * 75 HOUSING UNITS
 - * 50 " "
 - * 30 " "
 - * 20 " "
 - * 10 & 5 H.U.'s

- ▲ PUBLIC SCHOOL
 - ▨ URBAN AREA
 - ||||| BUS ROUTE
- 1 MILE
-

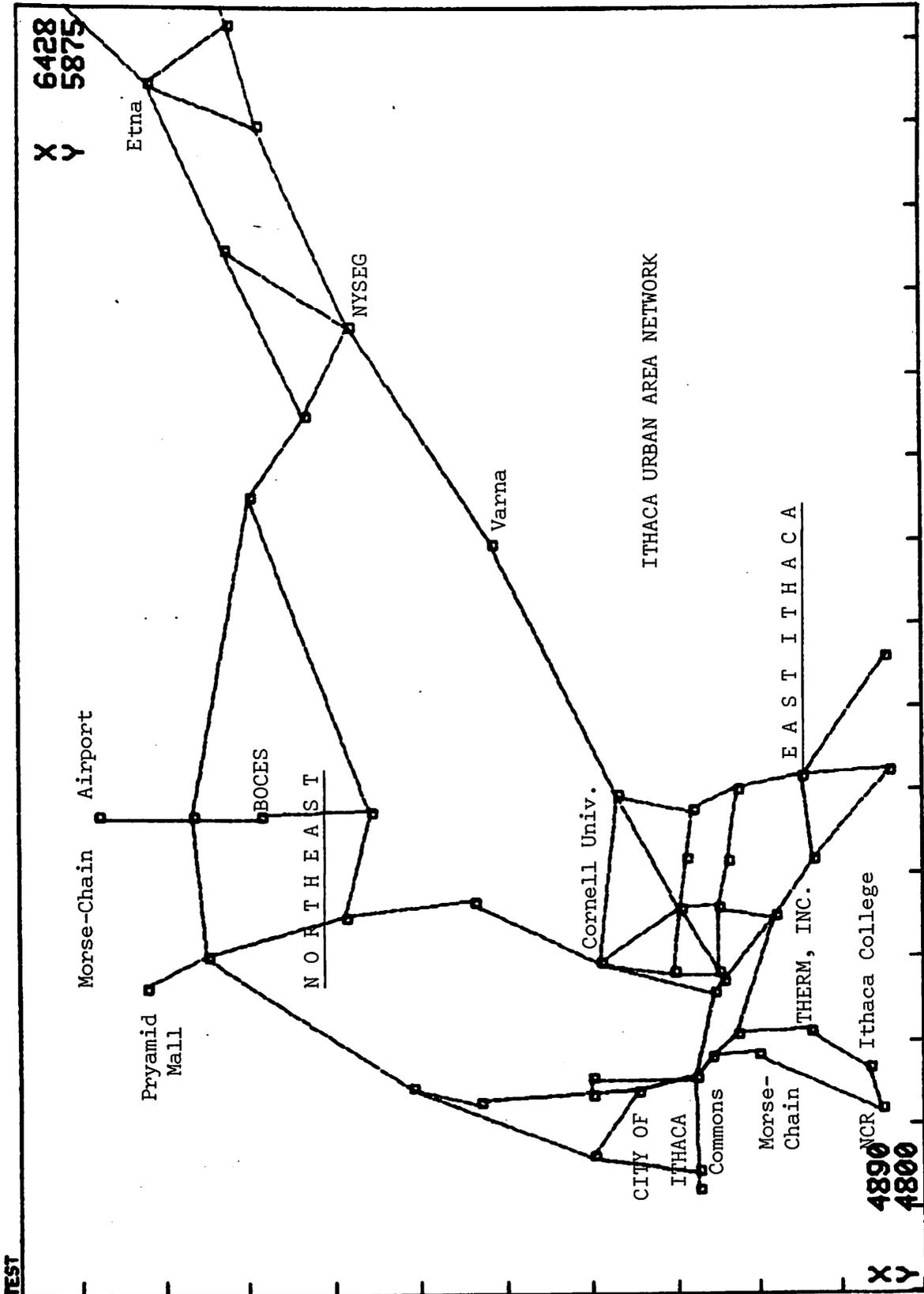
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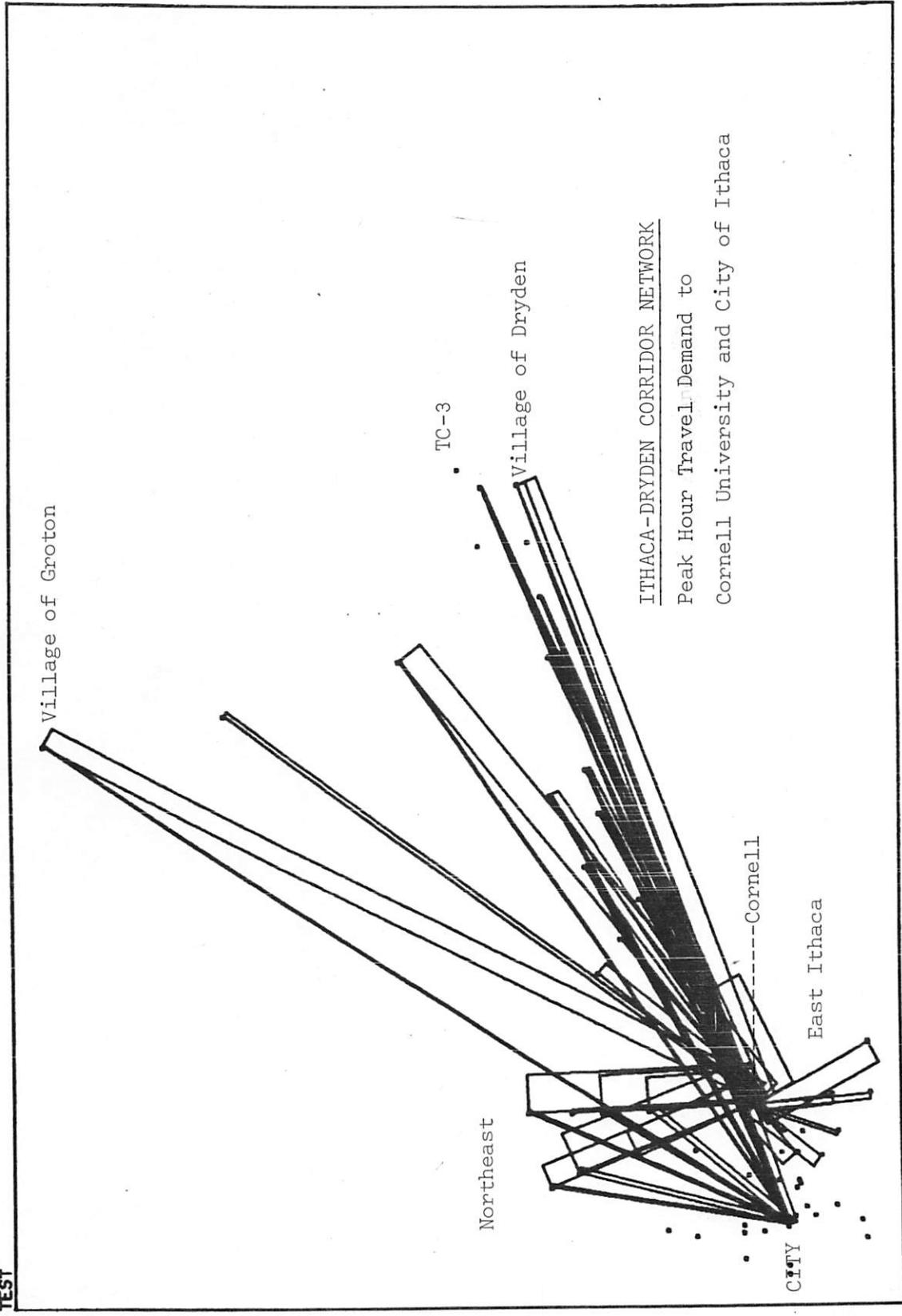
ITHACA-DRYDEN CORRIDOR NETWORK

DESIGN 10 BASE NETWORK

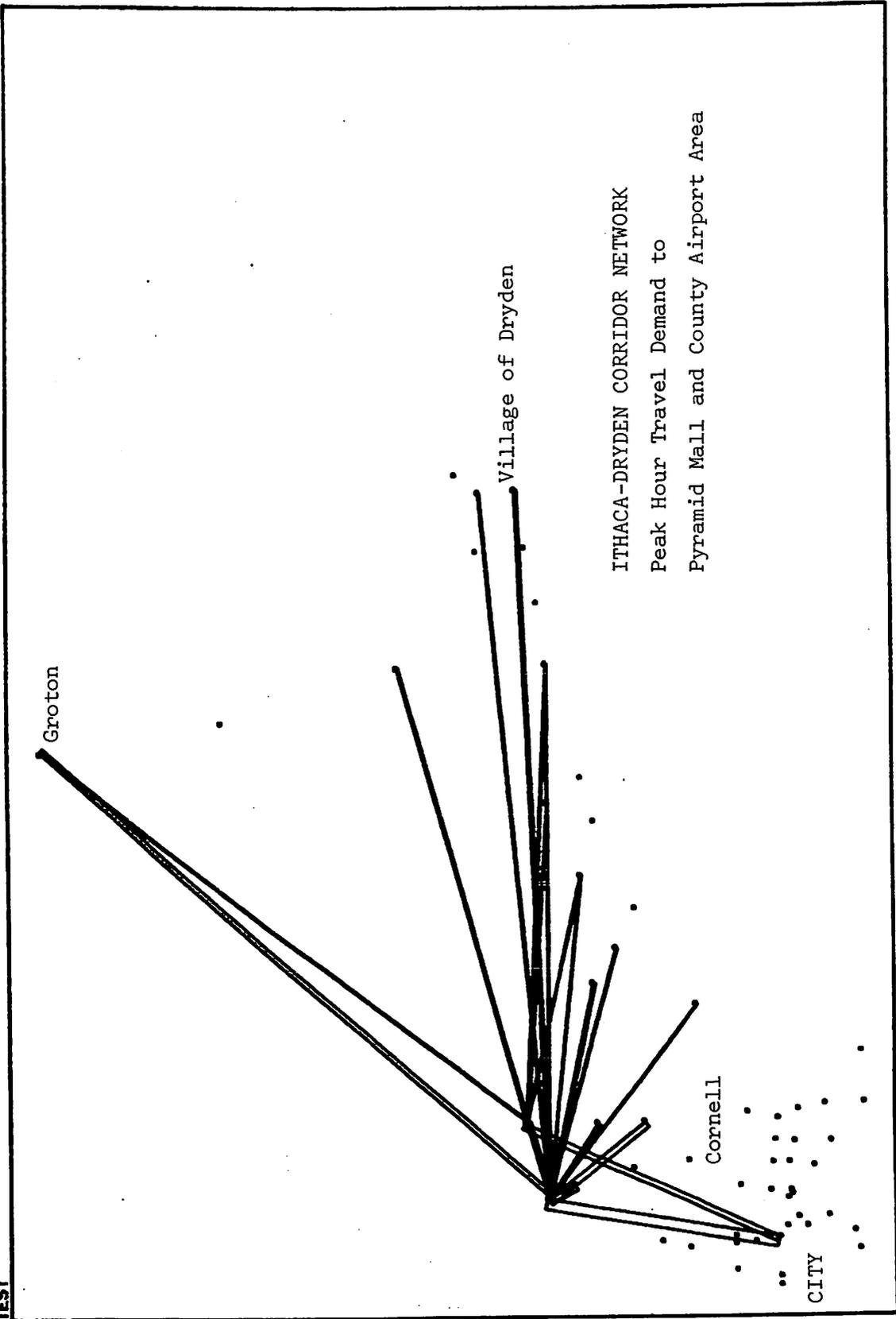
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TEST



DESIGN 10

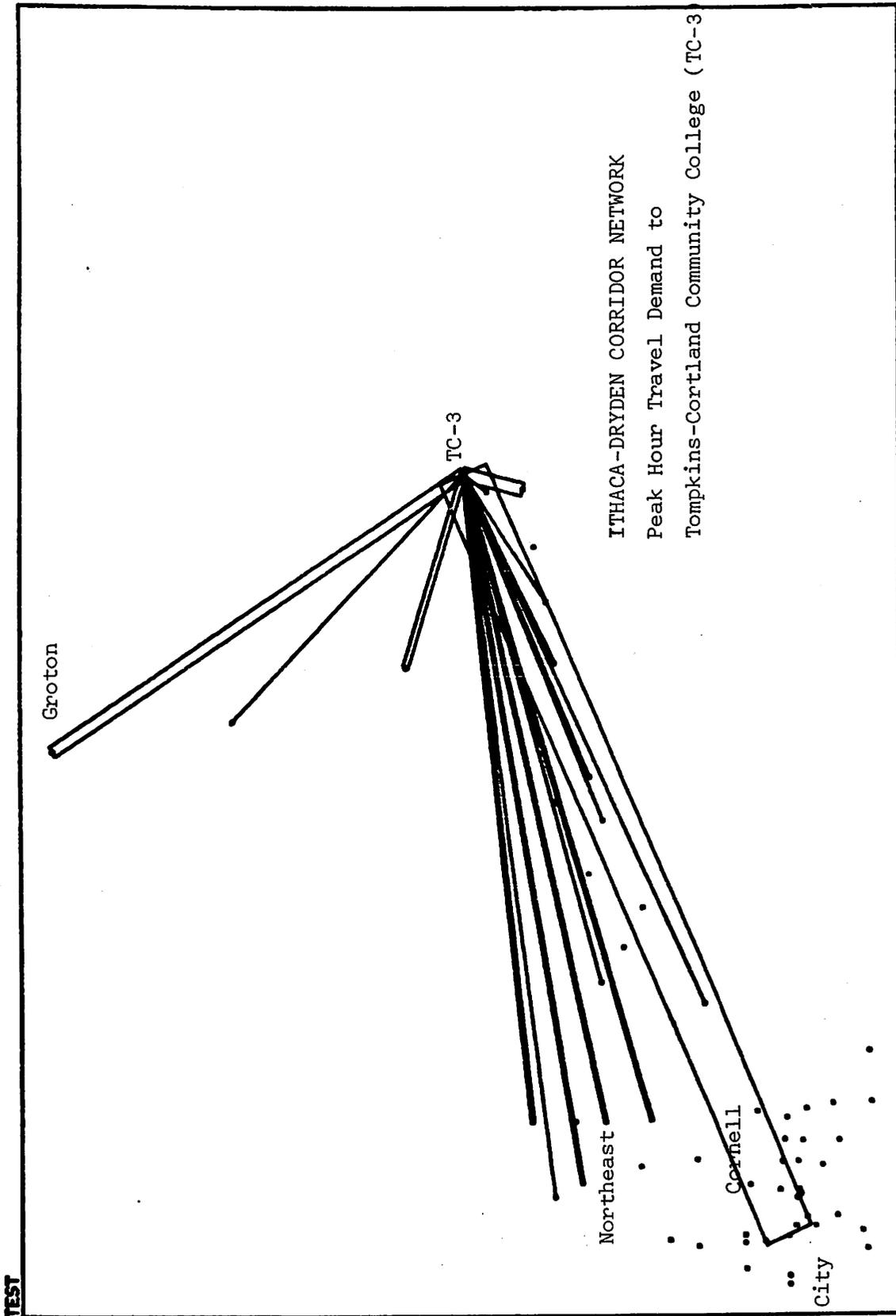
DESIRE LINES

DESIGN 10

DESIRE LINES



25 TRIPS

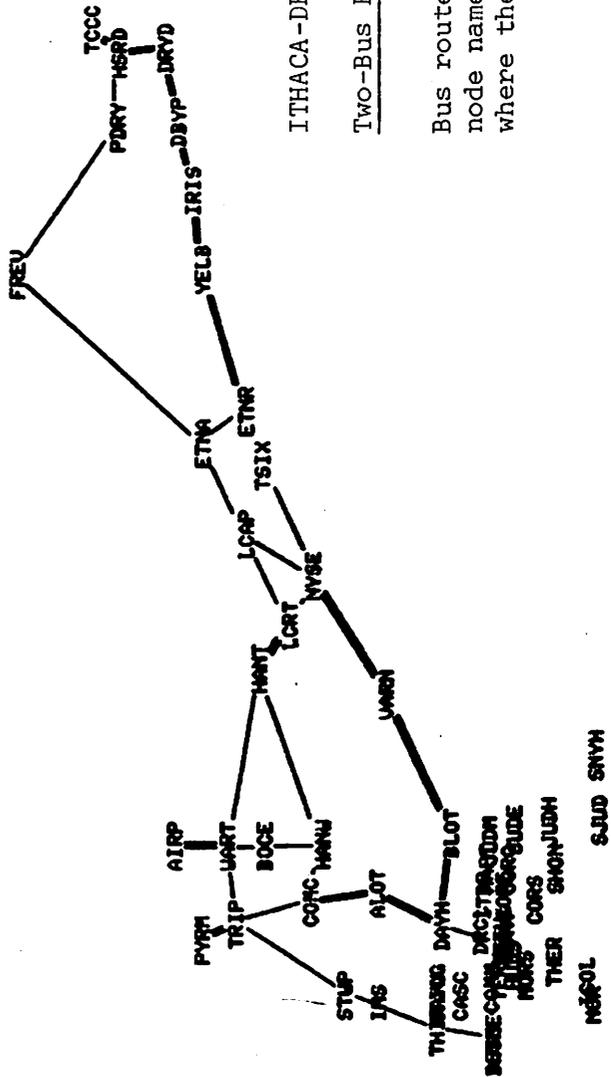


Print 10

! B1/B-DAYH-DRYD-ICCC-HSRD-DRYD-IRIS-YELB-ETNR-ETNA-LCAP-NYSE-UARN-DAYH
 -COMC-TRIP-EYRM-X-AIRP-HANU-COMC-DAYH-2
 ! ±2/B-COMM-TRIP-EYRM-X-AIRP-DRYD-ICCC-HSRD-ETNA-LCAP-LCRT-HANU-COMC
 -DAYH-COMM-2
 ! E

CR0T

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ITHACA-DRYDEN CORRIDOR TRANSIT SYSTEM
 Two-Bus Route Design for Peak Hour Service

Bus routes are entered as a sequence of node names. The wider line indicates where the routes overlap.

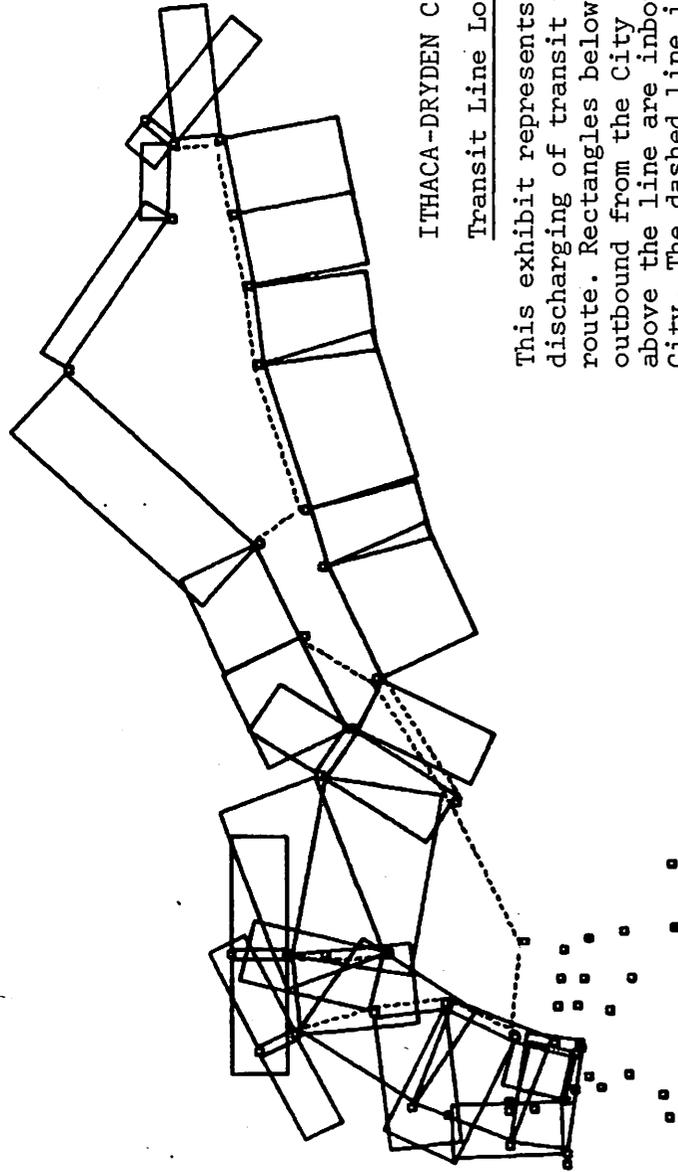
OVERVIEW STATISTICS

DESIGN	10	
NO.OF LINES: RAIL	0	
BUS	2	
TOTAL	2	
ROUTE LENGTH:RAIL	0	(KM)
BUS	85	(KM)
TOTAL	85	(KM)
TOTAL TRIP DEMAND	562.	
NO. OF ASSIGNED TRIPS	460.	
NO. OF UNASSIGNED TRIPS	102.	
AVERAGE SEATING & STANDING ROOM UTILIZATION:RAIL	0.0	(%)
BUS	107.0	(%)
TOTAL	107.0	(%)
PASS.-KM (=SUM OF TRIP LENGTHS)	5700.	
PASS.-HRS (=SUM OF TRIP TIMES)	210.	
AV. TOTAL TRIP TIME	21.4	(MIN)
AV. TOTAL WAIT TIME	5.2	(MIN)
AV. TOTAL TRANSFER TIME	1.2	(MIN)
AV. TOTAL WALK TIME	0.0	(MIN)
AV. TOTAL TRAVEL TIME	27.8	(MIN)
NO. OF TRANSFERS	20.	

TNQP performs a trip assignment operation estimating the number of potential transit users who actually used a given transit route design during the model peak hour period.

DWIGHT TWO

LINES:
2



I THACA -DRYDEN CORRIDOR NETWORK

Transit Line Loadings

This exhibit represents the loading and discharging of transit riders along the route. Rectangles below the line are riders outbound from the City to TC-3. Rectangles above the line are inbound to Cornell and the City. The dashed line is the second bus line.

DESIGN 10 TRANSIT LINE LOADINGS 25 TRIPS

Resolution No. 195 - ACCEPTANCE OF BID - OPERATION OF ITHACA-DRYDEN CORRIDOR TRANSIT SYSTEM - TOMTRAN PROGRAM

Offered by Mr. Ray, seconded by Mr. Freeman.

WHEREAS, Requests for bids based upon approved specifications to operate the Ithaca-Dryden Corridor Transit System under the TOMTRAN Program were duly advertised, and

WHEREAS, One bid was received from Cornell University Transportation Services, and

WHEREAS, The Cornell University bid meets all specifications and requirements and are as follows:

- (1) Bid to operate and maintain buses during interim period (approximately 7 months) pending arrival of County buses \$1,000/month
- (2) Bid to operate and maintain County owned buses \$27.75/hour
- (3) Bid to operate and maintain Cornell owned buses as standby to County buses \$32.25/hour
- (4) Insurance, liability \$20.5 million coverage \$16,082

and

WHEREAS, The bids have been reviewed and found to be acceptable and within the interest of the County and within budget estimates, therefore be it

RESOLVED, On recommendation of the Planning and Public Works Committee, That Cornell University be awarded the contract and the Chairman of the Board is hereby authorized, and directed to execute the contract on behalf of the County,

RESOLVED, further, That the County Administrator is hereby authorized and directed to make payments from Account 5630.425 (TOMTRAN Service Contracts) to Cornell University Transportation Services upon proper vouchering.

CC: Cornell University
County Administrator
Commissioner of Planning
Commissioner of Public Works
County Attorney

STATE OF NEW YORK }
COUNTY OF TOMPKINS } SS:

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 13th day of July, 1982.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the said Board at Ithaca, New York, this 15th day of July, 1982.

Phyllis B. Lowell, Clerk
Tompkins County Board of Representatives

7.3 VANPOOL PROGRAM

OBJECTIVE

To demonstrate and promote vanpooling as a comfortable, economical, energy efficient, and flexible way of commuting for rural residents and inter-county commuters.

STATUS REPORT AS OF AUGUST 1, 1982

1. Handbook on Vanpooling. An outline and partial draft were completed during July 1982. Work on the draft will resume once new transit services and schedules have been phased in during August and September. Publication is scheduled for October 1982. The purpose of the handbook will be to describe vanpool operation by employers, individuals, and third parties.
2. Vanpool Marketing Program. A promotional program for vanpooling is being developed to complement the carpooling program. Prospective vanpoolers will be identified during the carpool program so the two will be closely related throughout. Operators of existing vanpools will be notified of new potential riders; the best promotion for additional vanpools will be the existence of successful vanpools and an efficient matching system. The TOMTRAN staff will encourage employers to consider establishing employee-operated vanpools. Assistance will also be available to individuals and third party operators who are interested in vanpool operation.
3. Program Budget

The budget for the Vanpool Program is \$10,000 from the ARC. It is anticipated that the funds will be expended during the active implementation of the program during the 10/1/82 - 9/30/83 year.

7.4 CARPOOL PROGRAM

OBJECTIVE

To extend carpool ridesharing services to all commuters in Tompkins County and to promote carpooling as a comfortable, economical, energy efficient, and flexible way of commuting.

STATUS REPORT AS OF AUGUST 1, 1982

1. Pilot Ridesharing Survey. During February, the TOMTRAN staff distributed a Ridesharing Interest Survey to all employees of Tompkins County and Tompkins Community Hospital. During March, surveys were returned and sorted according to potential for carpooling. Each respondent received either a list of potential carpool mates or an explanation that no matches were possible. During June, a follow-up survey was conducted to measure effectiveness of the pilot program. That survey indicated that 4 to 6 Hospital employees and 20 to 30 County employees are now carpooling with persons from the list they received. With several refinements to the survey techniques and the addition of microcomputer matching capabilities, it appears a countywide matching system may be effective.
2. Expanded Ridesharing Matching Service. Once the microcomputer is on line and a workable matching program is ready, major employers will be contacted to participate in a larger-scale program. Effectiveness of these efforts will be evaluated at the end of 1982.
3. Countywide Ridesharing Matching Service. After an evaluation of the employer-based matching program is completed, the TOMTRAN staff will initiate a ride-matching service for the general public. This would be started in January 1983.

4. Carpool Marketing Program. Public Service Announcements for radio, produced by the Advertising Council, were acquired. The overall TOMTRAN marketing plan includes an important role for ridesharing. Effective promotion of ridesharing as an alternative will fill the gaps between conventional fixed-route and jitney service.

5. Program Budget

The Carpool Program does not have a separate program budget. The costs of the program are integrated with the TOMTRAN Administrative Budget in terms of marketing, printing, and micro-computer costs. The Carpool Program will be sustained by in-kind County Planning Budget appropriations after the TOMTRAN I grant funds are expended.

7.5 SCHOOL BUS UTILIZATION

OBJECTIVE

To demonstrate ways to use existing school bus fleets as part of a comprehensive system of publicly sponsored transportation services.

STATUS REPORT AS OF AUGUST 1, 1982

1. Change in State Education Law. On the recommendation of the Planning Department, State Assembly Member Hugh S. MacNeil introduced a bill to allow Tompkins Cortland Community College (TC3) students to ride Board of Cooperative Educational Services (BOCES) school buses as a pilot program. The bill, shown on the following page, did not emerge from committee during the Spring 1982 session.
2. Survey of TC3 Student Travel Demand. TOMTRAN staff members produced, administered, and analyzed a handout survey during the week of May 3, 1982 at TC3. Information from the survey identifies areas where TC3 students could benefit from BOCES bus service. This information was coordinated with planning of Ithaca-Dryden Corridor Transit Service (IDT).
3. Program Assessment. The feasibility of the School Bus Program is in some doubt due to need for legislative action. By January, 1983, this program may be suspended and its budget amount of \$10,000 re-allocated to the GADABOUT, Jitney and Vanpooling Programs. The concept of the School Bus Program is sound and could be a valuable feeder service for IDT. The County will push for an amendment in Albany during the fall.

RECEIVED MAR 19 1982

STATE OF NEW YORK

10606

IN ASSEMBLY

March 2, 1982

Introduced by M. of A. MacNEIL—read once and referred to the Committee on Higher Education

AN ACT to amend the education law, in relation to authorizing certain contracts for the Tompkins, Seneca, Tioga Transportation Pilot Program

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

- 1 Section 1. The education law is amended by adding a new section
2 nineteen hundred fifty-two to read as follows:
3 § 1952. Tompkins, Seneca, Tioga Transportation Pilot Program.
4 Notwithstanding any provision of law, rule or regulation to the con-
5 trary, the Tompkins, Seneca, Tioga board of cooperative educational ser-
6 vices, with the approval of the commissioner of education, may enter
7 into contracts with the Tompkins-Cortland community college to transport
8 students of such community college, as a pilot program, as part of the
9 county-wide transportation system. Any moneys received for the trans-
10 portation of each such pupil using such board's buses shall not be used
11 in determining the transportation quota.
12 § 2. Such law is amended by adding a new section sixty-three hundred
13 nine to read as follows:
14 § 6309. Tompkins, Seneca, Tioga Transportation Pilot Program. Subject
15 to the approval of the local sponsor, acting through its local legisla-
16 tive body, board or other appropriate governing agency, the board of
17 trustees of the Tompkins-Cortland community college may enter into con-
18 tracts with the Tompkins, Seneca, Tioga board of cooperative educational
19 services to transport students of such college as a pilot program as
20 part of a county-wide transportation system.
21 § 3. This act shall take effect immediately.

EXPLANATION—Matter in italics (underscored) is new; matter in brackets [] is old law to be omitted.

LBD2-25-34-207

7.6 GADABOUT PROGRAM

OBJECTIVE

To assist the GADABOUT Transportation Services, Inc. to increase the level of service to senior citizens and handicapped persons living in areas of the County to be served by TOMTRAN public transit.

STATUS REPORT AS OF AUGUST 1, 1982

1. Coordination of GADABOUT with other services. GADABOUT provides specialized transportation services by reservation (24 hours in advance). The TOMTRAN Project Director serves on the GADABOUT Board of Directors and provides input to its long- and short-term service planning. The TOMTRAN staff initiated meetings between GADABOUT and the Tompkins County Economic Opportunity Corporation to explore means of coordinating these federally-funded human service transportation services.
2. Technical assistance. TOMTRAN staff members have assisted GADABOUT in maintaining compatible ridership statistics to allow comparison with other TOMTRAN programs (see the graph of ridership on page 4.32).
3. GADABOUT marketing. The overall TOMTRAN Marketing Program has begun to identify Tompkins County residents in need of GADABOUT's services. Information of potential users are referred to GADABOUT. This brokerage function will become increasingly important as promotional efforts are intensified.
4. County Authorization of ARC Grant to GADABOUT. On May 5, 1982, the County authorized ARC funding for \$5,000 to GADABOUT as provide of Section 504 services (see Resolution #122 on page 4.33).

TABLE C.

SUMMARY OF CHARACTERISTICS OF GADABOUT

Date Initiated	October 1976
Type of Service	Demand-Response - 24 hr. advance notice Rotating Area Service to Outlying Towns
Target Group	Elderly and Handicapped
Trip Purpose	Medical, shopping, volunteer, nutrition, social/recreational
Fare	Donations
Time of Operation	Monday - Friday Saturday Service Available by arrangement Group Use weekends and evenings by arrangement
Total Population of Target Group	10,029 (elderly) Total handicapped unknown
Total Area Square Miles Served	492 Square Miles
Average Monthly Ridership	1,920 one-way rider-trips
Vehicles	Stationed in Ithaca: 5 (3 lift-equipped) Stationed in Groton: 2 (1 lift-equipped)
* Operating Costs	\$68,501.08 (1981 - Year End)

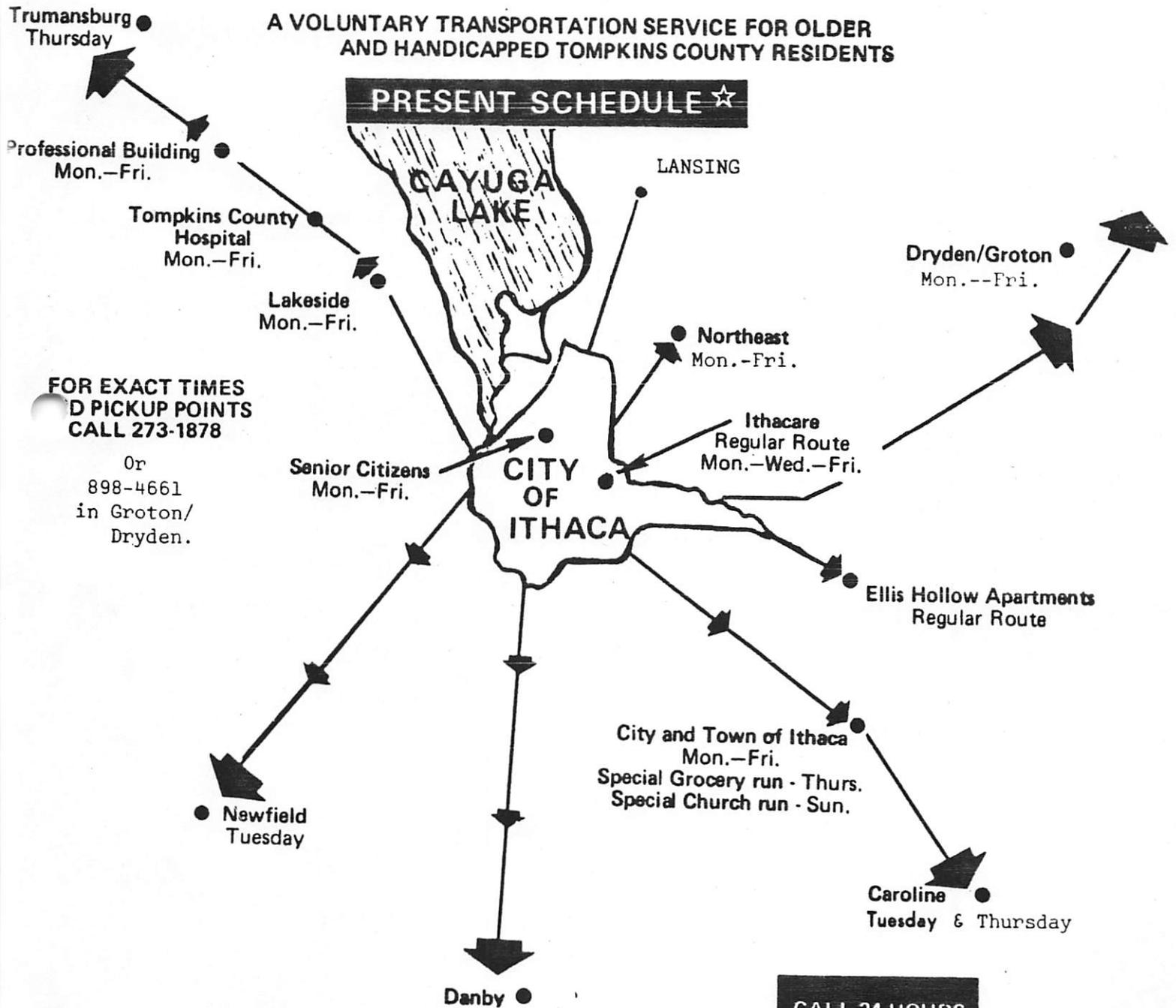
* Inclusive of Depreciation/Reserve;
does not include in-kind contributions.



GADABOUT

A VOLUNTARY TRANSPORTATION SERVICE FOR OLDER AND HANDICAPPED TOMPKINS COUNTY RESIDENTS

PRESENT SCHEDULE ☆



FOR EXACT TIMES AND PICKUP POINTS CALL 273-1878

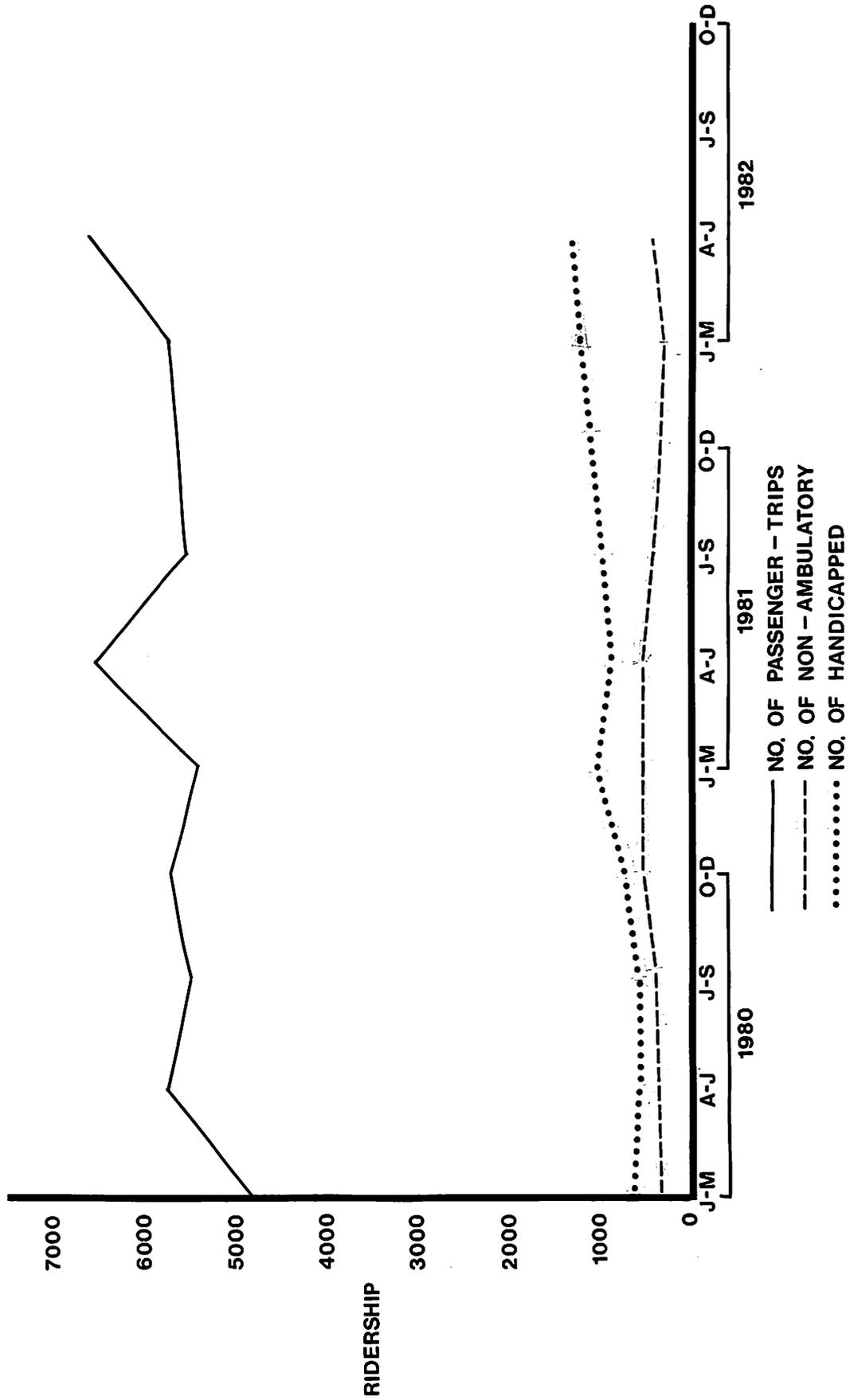
Or 898-4661 in Groton/Dryden.

CALL 24 HOURS IN ADVANCE
273-1878

898-4661 in Groton/Dryden

subject to change ☆

GADABOUT TRANSPORTATION SERVICES, INC.
RIDERSHIP BY QUARTER, 1980-1981-1982



REKOR PERUSAHAAN
KEMENTERIAN PERUSAHAAN
KEMENTERIAN PERUSAHAAN

1981 1-A M 1981 1-A M-L 1981 1-A M-L 1981 1-A M-L

1981

1981

1981

REKOR PERUSAHAAN
KEMENTERIAN PERUSAHAAN
KEMENTERIAN PERUSAHAAN

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REKOR PERUSAHAAN

Resolution No. 122 AUTHORIZING A SPECIAL GRANT TO GADABOUT TRANSPORTATION SERVICES, INC. FOR COMPLIANCE WITH SECTION 504 HANDICAPPED ACCESSIBILITY

Offered by Mr. Ray, seconded by Mr. Freeman.

WHEREAS, Tompkins County has certified GADABOUT Transportation Services, Inc. to perform transportation services for the handicapped to meet the requirements of Section 504 for handicapped accessible transportation in lieu of providing special facilities on TOMTRAN buses, and

WHEREAS, GADABOUT is included as a component of the TOMTRAN Project Grant from the Appalachian Regional Commission and is eligible for a \$5,000 operating grant for the above purpose, and

WHEREAS, GADABOUT agrees to provide the required operating information to satisfy the requirements of Section 504 of the Appalachian Regional Commission and to work closely with the County to expand its services and ridership under the TOMTRAN Project, now therefore be it

RESOLVED, on recommendation of the Planning and Public Works Committee, That the County Administrator be authorized to disperse an operating grant for \$5,000 from TOMTRAN Account No. 5630.425 to GADABOUT Transportation Services, Inc. for the above purpose,

RESOLVED, further, That the Chairman is authorized to execute an Agreement with GADABOUT in connection with the Grant.

* * * * *

cc: County Attorney
County Administrator
Commissioner of Planning

STATE OF NEW YORK }
COUNTY OF TOMPKINS } SS:

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 5th day of May, 1982.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the said Board at Ithaca, New York, this 5th day of May, 1982.

Phyllis B. Howell, Clerk
Tompkins County Board of Representatives

7.7 PARK-AND-RIDE PROGRAM

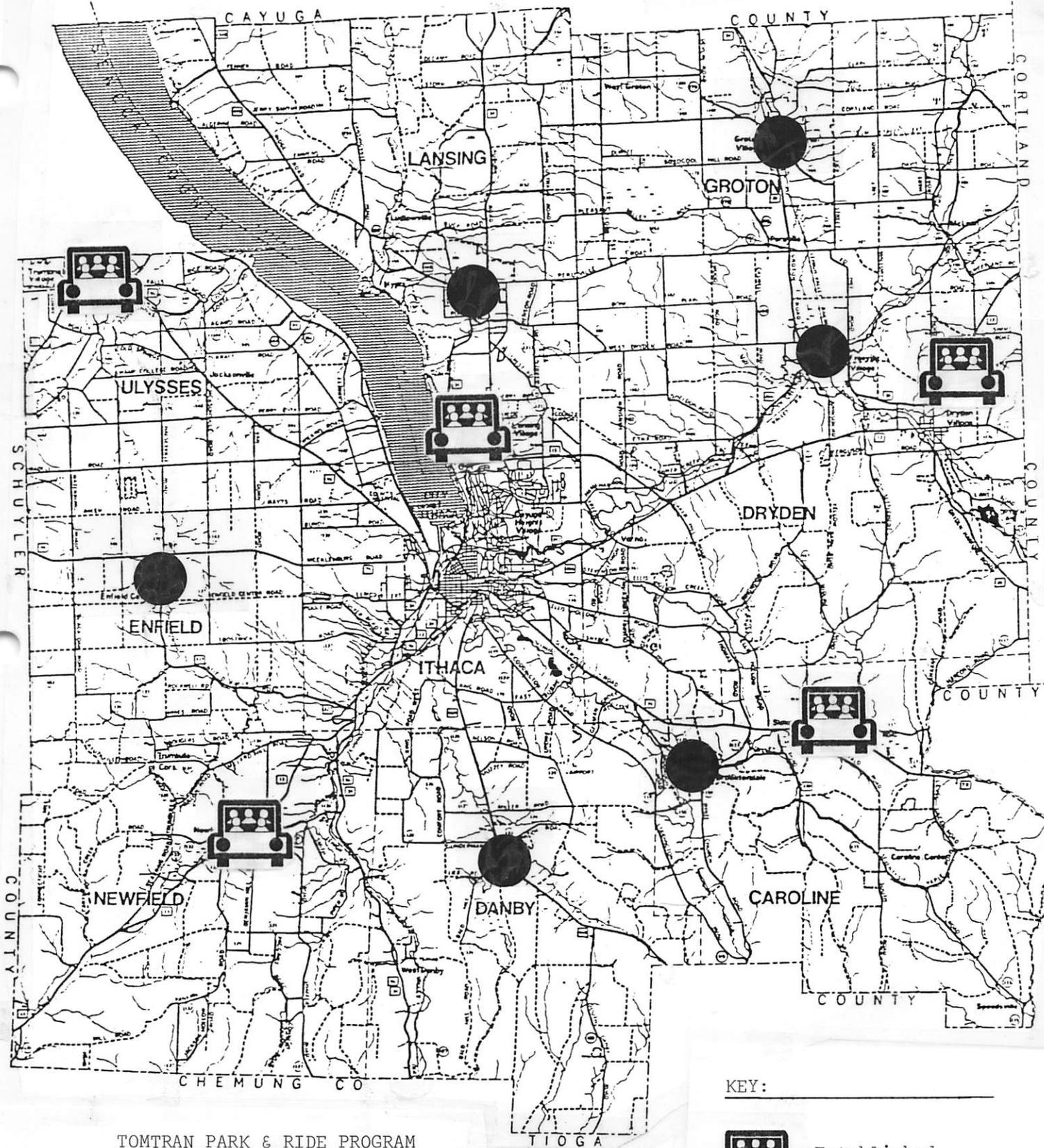
OBJECTIVE

To provide parking facilities at accessible locations for bus stops and ridesharing, and to evaluate their value for rural transportation needs.

STATUS REPORT AS OF AUGUST 1, 1982

1. Designate municipal parking areas for Park-and-Ride. The first lot was designated in Trumansburg during Fall 1981. A second lot was created in Newfield in January 1982. During Spring 1982, additional lots were established at the Town of Caroline Town Hall and at Tompkins Cortland Community College in Dryden. During the Summer, the Village of Freeville expressed interest in designating a lot at the Village Park. Five sites remain with good potential and will be investigated during Fall 1982. The map on page 4.36 identifies the established and potential sites.
2. Designate privately-owned areas for Park-and-Ride. Arrangements were concluded during Spring 1982 for a lot at the Pyramid Mall in the Village of Lansing. Several other shopping center lots with excess capacity are under consideration.
3. Integration of Park-and-Ride space requirements into land development ordinances. The Planning Department is continuing to study the potential for including public transportation features in local development plans using positive incentives.
4. Integration of Park-and-Ride marketing into related TOMTRAN services. Publicity campaigns have been designed to promote the many options citizens have for access to TOMTRAN services. Park-and-Ride will be publicized as a useful service for persons transferring between public and private transportation. It will also be promoted to carpoolers, vanpoolers, and jitney riders as they congregate to meet their rides.

5. Program Budget. The budget for Park-and-Ride includes a \$2,000 in-kind contribution from the County. This amount is in the event of sharing any additional insurance costs incurred by a municipality which designates a publicly-owned lot. To date no funds have been needed.



TOMTRAN PARK & RIDE PROGRAM

Location of Established and Proposed
Park & Ride Lots

KEY:



Established
Park & Ride Lot



Proposed Site

7.8 JITNEY PROGRAM

OBJECTIVE

To promote and assist development of jitney transportation services that have transit needs but cannot support a conventional, fixed-route transit service.

STATUS REPORT AS OF AUGUST 1, 1982

1. Handbook for Small Bus Operators. A first draft was completed during June. Publication is on hold while the County's first jitney operator, C & D Transportation, establishes its service and works out the initial bugs. C & D experience provides the foundation for the handbook. Publication is scheduled for September 15, 1982.
2. Technical Assistance to Prospective Operators. Frequent meetings have been held with C & D Transportation since February as they have prepared to initiate van service between the Town of Caroline and Ithaca. C & D began a minimum scale operation on April 1, 1982 and expanded local service in Tompkins County on July 7, 1982 (See Schedule on page 4.39).
 - a. TOMTRAN staff members have assisted with C & D's applications to New York State for operating authority. Between February and May 1982, staff assisted C & D in several hearings before the City of Ithaca Common Council where authorization was granted for C & D to operate on City streets. In order to protect against any possible competition with Ithaca Transit, the City required a provision that C & D fares be at least 200 percent of Ithaca Transit fares for trips initiated and completed in IT's service area.
 - b. TOMTRAN staff members developed a new schedule and route which went into effect on July 6, 1982. A revised schedule, now in draft form, will take effect when local schools and colleges begin fall sessions.

- c. TOMTRAN staff designed and produced schedules for C & D service. The Planning Department has also handled telephone inquiries about the service during the start-up period. C & D is establishing a local telephone information service to handle calls beginning in the fall.
 - d. Tompkins County passed Resolution #85 (shown on page 4.40) on April 7, 1982 to sponsor C & D for New York State Transit Operating Assistance (NYSTOA). On July 15, 1982, the County and C & D concluded an agreement whereby the County will pass on to C & D New York State operating assistance beginning with the July 1 - September 30, 1982 quarter.
 - e. TOMTRAN staff members designed, produced, administered, and analyzed a mailed survey of Town of Caroline residents. Information from the survey was used in designing the schedule and fare structure.
 - f. TOMTRAN staff has developed an overall marketing plan for the jitney service and has integrated it into the TOMTRAN marketing plan.
3. ARC Grant. A jitney grant program was established by the County to dispense ARC funds. The ARC Grant Program supplements the New York State Transit Operating Assistance Program by providing a subsidy during the first three months of operation, which is not covered by the State. The grant formula is the same as the State's--41.5¢ per mile and 13.5¢ per rider. A grant for \$2,000.01 was given to C & D in early August.



CARO-VAN

Van Transit between Caroline and Ithaca



Dear Caroline Resident,

Beginning on Tuesday July 6th, C & D Transportation will begin operation of Caro-Van service between the Town of Caroline and Ithaca. Caro-Van will serve commuters to Cornell and downtown, shoppers, and students to Ithaca High School and Boynton Jr. High as shown on the schedule below. Caro-Van will stop at transfer points so passengers may connect to all bus systems serving the Ithaca area.

The brown and blue vans will stop automatically at timed stops. They will also stop on request and when flagged from the curb.

<u>SCHEDULE</u>												
INBOUND TO ITHACA												
	MORNING						AFTERNOON					
Newark Valley	5:00	6:30	--	--	--	--	1:25	3:20	--	--		KEY -- Van makes no stop here * Van stops on demand Runs one hour earlier on Fridays
Caroline	5:20	6:50	7:25	7:30	8:20	8:25	1:45	3:40	--	5:05		
Slaterville Springs	5:24	6:54	7:29	7:34	8:24	8:29	1:49	3:44	3:59	*		
West Slaterville	5:26	6:56	7:31	7:36	8:26	8:31	1:51	3:46	4:01	*		
Brooktondale	5:30	--	7:35	7:40	8:30	8:35	1:55	3:50	4:05	--		
Cornell	5:40	7:10	7:45	7:50	8:40	8:45	--	--	4:15	--		
Downtown Ithaca	5:45	--	7:50	7:55	8:45	8:50	2:10	4:05	--	5:25		
Ithaca High School	--	--	--	8:00	8:50	8:55	2:15	--	--	--		
OUTBOUND FROM ITHACA												
	MORNING						AFTERNOON					
Ithaca High School	--	--	--	8:00	8:50	8:55	2:20	--	--	--		
Downtown Ithaca	7:05	--	7:55	8:05	8:55	9:00	2:25	4:10	--	5:25		
Cornell	*	7:10	*	*	*	*	2:30	4:20	4:20	5:35		
Brooktondale	*	*	*	*	*	*	2:40	4:35	--	5:50		
West Slaterville	*	*	*	*	*	*	2:44	4:39	--	5:54		
Slaterville Springs	*	*	*	*	*	*	2:46	4:41	--	5:56		
Caroline	7:25	7:30	8:20	8:25	9:15	9:20	2:50	4:45	--	6:00		
Newark Valley	--	--	--	--	--	9:50	3:10	--	5:00	6:20		

STOPS	Ithaca H.S. Boynton, Jr.	--	Downtown Commons	--	Cornell	----	Brooktondale	--	West Slaterville	--	Slaterville Springs	--	Caroline
	Front Doors, Lake Street Shelter.		Green St. Shelter (Woolworths)		Tower Rd. Day Hall.		Post Office/ TnT Store, Community Center.		Corner of Boiceville Road and Route 79.		Post Office, Town Hall/ Park & Ride Lot.		Corner of Level Green and Route 79, Trailer Park.

<u>FARES</u>	<u>ONE-WAY TRIP</u>	<u>ROUND TRIP</u>	<u>WEEKLY PASS</u>
Brooktondale to Ithaca	.75	\$1.25	\$5.50
W. Slaterville, Slaterville Springs to Ithaca	.75	\$1.50	\$6.50
Caroline to Ithaca	\$1.00	\$1.75	\$8.00
All one-way trips within the Town of Caroline cost 50¢.			

Note: Senior Citizens pay 1/2 ONE-WAY TRIP FARES.

Caro-Vans are clean, safe, air-conditioned, and on time. The cost is well below what you pay to drive your own car. Driver-owners Charlie and Dorleen are eager to cater to needs of you and your neighbors. Please let them know of any suggestions you have to improve schedules and service.

For more information about Caro-Van, call 274-5286. This service is supported by the Tompkins County TOMTRAN Program.

Resolution No. 85 AUTHORIZATION TO SPONSOR C & D TRANSPORTATION COMPANY FOR
STATE TRANSIT OPERATING ASSISTANCE

Ray/Mason

WHEREAS, the TOMTRAN project includes a Jitney Program to initiate and support transportation services in rural areas of the County, and

WHEREAS, C & D Transportation Company of Newark Valley, New York, is authorized by the New York State Department of Transportation to provide public transportation service between the Village of Newark Valley (Tioga County) and the City of Ithaca along Route 79 and passing through the Towns of Caroline, Dryden, and Ithaca, and

WHEREAS, the Town Board of Caroline passed a resolution supportive of public transportation services between the Town and the City of Ithaca, and

WHEREAS, C & D Transportation Company has requested participation in the TOMTRAN Jitney Program and sponsorship by the County for State Transit Operating Assistance for that portion in Tompkins County, and

WHEREAS, Section 119-r of the General Municipal Law authorizes a county to enter into agreements with private bus companies for the performance of certain transportation operations, and

WHEREAS, Section 18-b of the Transportation Law and Section 182-a of the Laws of 1981 authorize a State Transit Operating Assistance Program for transportation services open to the public, including services offered by C & D Transportation Company, and provides that the County may make application to the New York State Department of Transportation for State Transit Operating Assistance which requires a local matching of funds, and

WHEREAS, it is proper for carriers to contribute to the County the said matching funds, now therefore be it

RESOLVED, on recommendation of the Planning and Public Works Committee, That the Chairman of the Board is authorized to apply for State Transit Operating Assistance funds under Section 18-b of the Transportation Law and Section 182-a of the Laws of 1981,

Resolution No. 85 - AUTHORIZATION TO SPONSOR C & D TRANSPORTATION COMPANY FOR STATE TRANSIT OPERATING ASSISTANCE

RESOLVED, further, That the chairman is authorized to enter into an agreement with C & D Transportation Company for the provision of transportation services open to the public and requiring that C & D Transportation Company shall provide the aforesaid matching funds to the county,

RESOLVED, further, That the agreement with said carrier shall specify that there shall be no cost to the county other than administration of the agreement and that the carrier shall save the county harmless,

RESOLVED, further, That the routes, service schedule, and fare be coordinated under the TOMTRAN Project with other programs providing transportation services, and that in the event of a reduction in state funding an evaluation be made as to the continuation of the county sponsorship,

RESOLVED, further, That the County Administrator is authorized and directed to establish the following budget accounts:

Revenue - Local - 2770.061
State Aid - 3089.061

to be known as the State Transit Operating Assistance Fund to receive payments from the state and the local share from the benefiting transit service company and to disburse such funds in accordance with the agreement.

* * * *

cc:
County Administrator
County Attorney
Commissioner of Planning

STATE OF NEW YORK }
COUNTY OF TOMPKINS } SS:

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 7th day of April, 1982.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the said Board at Ithaca, New York, this 7th day of April, 1982.

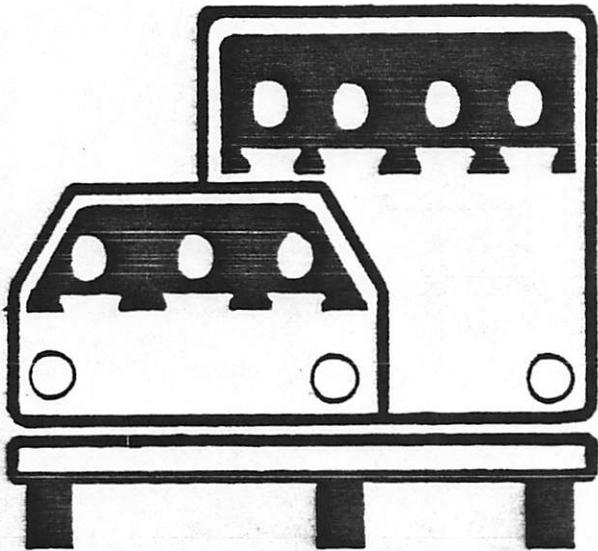
Phyllis B. Sawell, Clerk
Tompkins County Board of Representatives

TOMTRAN awaits ARC grant

More local news

PART V. NEWSPAPER ARTICLES

East Ithaca bus
surprises officials
with its success



**County given \$280,000 for
TOMTRAN:**

**TOMPKINS COUNTY
TRANSPORTATION SERVICES PROJECT**

Van To Caroline

The Tompkins County rural transportation project TOMTRAN has extended its service to the town of Caroline this month. The new service, called CARO-VAN, began on July 6th and includes two 14-passenger buses operated by C&D Transportation of Newark Valley. CARO-VAN operates Mondays through Fridays from 5:20 to 9:20 in the morning and from 1:25 to 6:00 in the afternoon, making stops in Caroline, Slaterville Springs, Brooktondale, then along Route 79 to Cornell, the Ithaca Commons and Ithaca High School. Fares range from 75 cents to one dollar. For schedules and additional information, call Dwight Mengel at TOMTRAN, 274-5286.

Tuesday, July 13, 1982 • ITHACA JOURNAL 3

Cornell offer to run bus gets OK

By KATHLEEN MAHONEY

Special to The Journal

The Tompkins County Planning and Public Works Committee voted Monday to accept a sole bid from Cornell University to provide bus service between Ithaca and Dryden.

The operation is expected to cost \$14,166 per month for the first year, according to Dwight Mengel, the project director.

The service is slated to begin Aug. 23, and will operate along Routes 13 and 366, terminating at Tompkins Cortland Community College. Two buses will run during peak morning and afternoon hours, and one bus will service the route at other times. Details of the schedule are still being worked out, Mengel said Monday.

The fare is expected to be \$1 from Ithaca to Dryden, said Frank Liguori, county planner. The line will be divided into zones, and riders will pay less for shorter trips, he said.

Funds for the service, a portion of the TOMTRAN plan to provide rural mass transportation in the county, are coming from several sources. The State of New York is contributing \$60,000, the Appalachian Regional Commission is contributing \$29,200, the federal government is contributing \$8,500, and Tompkins County is contributing \$20,000. About \$52,300.

Other operating costs must be paid for by fares, according to Mengel.

County planners believe the new routes will serve enough people to provide the funds. "We get about a half dozen phone calls a day from people who are interested," says Mengel. "I'm optimistic that there is a lot of interest."

Planners expect 80,000 fares the first year and 130,000 the second year.

Some legislators questioned whether the County would be getting the least expensive service possible, since no transit operator chose to compete with the Cornell bid.

Committee Chairman James Ray (R-Enfield-Newfield), speculated on why there was only one bid. "We are burdened with a tremendous amount of paperwork," he said. "Some private entrepreneurs may not be willing to get into that kind of situation."

Cornell Director of Transportation Services, William Wendt, says that the University did not bid on the project expecting to make a great deal of profit. Instead, Wendt says, this transit route will reduce Cornell's on-campus traffic problem, and will increase the housing options in rural areas for Cornell students, faculty, and staff who are dependent on mass transit to get to Cornell.

ITHACA JOURNAL • Monday, July 5, 1982 3

Caroline bus starts Tuesday

CAROLINE — Beginning Tuesday, Town of Caroline residents can travel to downtown Ithaca and Cornell University on public transportation.

A new bus service, called CARO-VAN, will carry passengers in 14-passenger buses from stops in Caroline, Slaterville Springs, Brooktondale and along Route 79 to Cornell.

The service is part of Tompkins County's TOMTRAN plan to develop mass transit alternatives throughout the county. Bus service from Ithaca to Dryden will be starting in the county in the next few months as part of TOMTRAN.

CARO-VAN will operate from 5:20 a.m. to 9:20 in the morning and 1:25 p.m. to 6 p.m. in the afternoon, Monday through Friday.

One way fares range from 75 cents to \$1, with discounts available for round trips or weekly commuter passes.

The blue and brown vans will stop at scheduled times or can be flagged down along the route. CARO-VAN schedules are available at the Brooktondale and Slaterville Springs post offices, at the Caroline town hall, Brooktondale Community Center, county clerk's office and Day Hall at Cornell.

Thursday, May 27, 1982 • ITHACA JOURNAL 3

Bus route to Cass Park pool begins this week

By PATRICIA BRAUS

Journal Staff

Swimmers will be able to take the bus to and from Cass Park this summer thanks to a new bus route which started operation this week.

The route links Ithaca Transit, East Ithaca, and Northeast Transit buses together for the service to Cass Park.

It is the first time bus service to Cass Park has been offered since 1980, according to Bernard Carpenter, Ithaca Transit supervisor.

Because of the way the new transfer system is set up, riders will be able to travel a greater distance on one fare than in the past. A person living in the Village of Lansing, for instance, is now able to travel to Cass Park for 50 cents.

Free transfers to and from Ithaca Transit buses are available for the shuttle service. The shuttle is officially a part of the Northeast Transit service, so the ride to Cass Park will also be free for those riders.

East Ithaca transit riders will pay an extra 15 cents to ride to Cass Park, to make up the difference between the Northeast Transit fare, which is 50 cents, and the East Ithaca 35 cent fare. The ride from Cass Park back to the East Ithaca area is 50 cents.

The new shuttle leaves the Seneca St. shelter Monday through Friday at 9:58 a.m., 11:21 a.m. and 1:52 p.m. It leaves the Seneca and Meadow streets stop at 1:54 p.m., 4:19 p.m. and 5:38 p.m. The shuttle returns to the Green St. shelter at 10:18 a.m., 11:41 a.m., 2:12 p.m., 4:36 p.m. and 5:55 p.m.

The summer schedule which features the Cass Park run will be in effect May 24 through Aug. 27.

Children 12 years and younger ride free when accompanied by a parent. A discount on the 50-cent cash fare is available by purchasing 10 tickets for \$4.50 at 103 Barnes Hall, the Cornell Campus Store, and at the Town of Ithaca, Village of Lansing, Village of Cayuga Heights, Tompkins County and City of Ithaca clerks' offices.

Senior citizens can buy 10 tickets for \$2.50. These tickets are available at the Senior Citizens Center and at Titus Towers.

For more information call Northeast Transit at 257-2458, or Ithaca Transit, at 273-7348.

County planners poll Caroline on van service

By PATRICIA BRAUS
Journal Staff

The Tompkins County planning department is helping a van commuting service get started by polling residents of the Town of Caroline.

Dwight Mengel, director of the county's TOM-TRAN rural transportation service, announced today that a mailed survey will be sent to residents of the town during the next few days to

see what kind of interest there is in a private van service run by C and D Transportation of Newark Valley from Caroline to Ithaca.

Residents will be asked to describe their commuting habits and asked to indicate their interest in commuting by van service to and from Ithaca.

The service will carry passengers in 14-passenger vans from stops in Caroline, Slaterville

Springs, Brooktondale and along Route 79 to the Ithaca urban area and Cornell University.

The planning department survey will be used to help C and D design schedules, routes and fares. Questionnaires are available to residents in Caroline stores, the Town Hall and at post offices.

"We hope other private entrepreneurs will follow the lead of C and D to initiate small-scale, jitney services which are so badly needed in rural areas," Mengel said.

Tioga backs van subsidy from state

By NICK FOX

NEWARK VALLEY — State subsidies may help a Newark Valley firm provide public transportation for some Tioga County residents.

The Tioga County Legislature has agreed to sponsor an application by C&D Transportation of Newark Valley to receive state subsidies for running a van service to IBM-Endicott and Ithaca.

Dorlene E. Meyers of Lamb Road, Newark Valley, said her partner, Charles H. Chapman of Brookside Trailer Park, Newark Valley, started the company last June and ran a single round-trip from Berkshire to Owego and then to Endicott, leaving at 6 a.m. and returning at 4 p.m. for the 45-minute trip. On March 1 they began running a van to Ithaca.

"These people in rural communities just don't have any way to get to work," Meyers said.

Dwight Mengel, a Tompkins County transportation planner, has been trying to bring public transportation to more rural people. As part of the \$850,000 Tompkins County Transportation Services Project, (Tomtran) Mengel has helped C&D Transportation seek state transit operating assistance, which all public transit services receive.

The Tompkins project also will use computerized market research to facilitate car and van pooling in the Tompkins County area.

To receive the state aid, C&D must be sponsored by the Tioga and Tompkins county legislatures, which will vote on it later this month. If approved, the service will receive 10 cents per rider and 30 cents for each mile traveled, Mengel said. C&D also needs permission from the City of Ithaca to use city streets.

"Tompkins County has been exceptionally helpful," Meyers said. "They're very progressive."

Eight to 10 people use the IBM run and eight ride the Ithaca bus, which leaves at 6:30 a.m. and returns at 4 p.m. for the one-hour trip.

If the 15-passenger van is not filled, Meyers said, the IBM run may be canceled and a van to Ithaca added.

For the Endicott run, C&D charges \$17 per week and \$4 per day, which may be reduced to \$12 and \$2.50 respectively for the 33-mile trip if the subsidy is received.

The 27-mile Ithaca trip costs \$12 per week and \$2.50 per day, which may be cut to \$10 and \$2 respectively with state aid.

Riders can be picked up anywhere along the routes, which run on routes 38 and 79 to Ithaca, and on Route 38 to Owego, which is the last pick-up point for the IBM run.

Meyers hopes to have as many as two runs in the morning and two in the afternoon to Ithaca.

Ithaca Journal March 11, 1982

Federal mass transit cash could be lost to city, county

By **PATRICIA BRAUS**
Journal Staff

Federal funding for mass transit in Tompkins County and the City of Ithaca will be cut entirely if the 1983 federal budget proposed by President Reagan is approved, according to city and county officials.

This year, the county and city are expected to receive about one-tenth of their transit operating budgets from federal funding, for a total of \$89,500.

It is unclear how the transit systems would be affected if the Reagan cuts are approved.

"What effect would the cutbacks have? We don't know yet what position the state might take to offset the losses," Ithaca Transit supervisor Bernard Carpenter said today.

The federal money has helped "take the burden" off local taxpayers, said Carpenter.

The city has used federal government money to buy many of its buses, and Carpenter said the city will be receiving an additional \$208,000 to purchase two new transit buses shortly. That money was budgeted by the federal government from 1979-80 funds.

In the future, that money will not be available if Section 18 funds are cut, according to county planner Dwight Mengel. "Other funding sources will have to be found," Mengel said today.

Section 18 funds are earmarked for small-city and rural transit systems. They are the only source of federal funding for these systems, Mengel said.

Much of the other funding comes from local and state governments. The county also has received money from the Appalachian Regional Commission.

"The city system hasn't been dependent on federal funds," Carpenter said. "They were a bit of a windfall when they began coming in 1975, but I've been trying to warn the city that Section 18 money probably will not always be there," Carpenter added.

If Reagan's budget is approved, the local transit systems will not be affected by the cut in funds for about 18 months, Mengel said. This is due to the method of distributing funds through the state government. There is a lag time of about a year for state distribution of federal funds, he said.

3/11/82 S. J. Braus

Wednesday, March 10, 1982 • ITHACA JOURNAL 7

Caroline town officials push transportation

SLATERVILLE SPRINGS —

Town of Caroline officials want public transportation from their community into Ithaca.

C & D Transportation of Newark Valley is providing a service on a temporary permit. Under this arrangement, workers can get a ride to and from work each day for about \$10 a week.

While not mentioning any firm by name, Caroline councilmen approved a resolution supporting transportation of residents from the town to Ithaca and "strongly" urged "the granting of any necessary permits" for the services.

Councilmen also approved a resolution commending former councilman Florence A. Starr for her service on the town board. Starr, a former town clerk, served two years or half terms as councilman before being elected as a county representative from the towns of Danby and Caroline.

11007
good

Officials say rural bus service OK — if it doesn't hurt city

By JOSEPH SCHWARTZ
Journal Staff

A bus service bringing rural residents into their city jobs would be a good idea, as long as the new carrier does not compete with the Ithaca Transit bus system, say city and county officials.

Monday, the city's Charter and Ordinance Committee recommended that Common Council accept an application by C&D Transportation of Newark Valley to use city roads.

C&D has petitioned the city for consent to use its streets in connection with a proposed route from Newark Valley, along Route 79, and into the city, said Raymond Schlather of the Charter and Ordinance Committee. By law, any common carrier using municipal roads must have the consent of that municipality.

C&D has already secured permission to operate its route for one year, as long as the city goes along with the idea, Schlather said.

Common Council is expected to vote on this issue in April. Until then, there are some details to work out, Schlather said.

"The consensus of the committee is very much in support of the rural transportation system," said Schlather. "I think it's only a matter of ironing out the details on how we can protect the Ithaca Transit system."

City transit officials have reportedly expressed concern that the C&D proposal could compete with the city bus service.

Schlather said that the C&D carrier would probably not be a threat to the city bus system, however, "this is the first of, hopefully, several rural carriers that the county wants to encourage. So we have to establish some ground rules.

"I think from a city perspective, our number one priority is that Ithaca Transit doesn't get hurt," Schlather said.

From the county's point of view, the C&D proposal fits right in with plans to expand the county's municipal transportation system, TOMTRAN, said Dwight Mengel, TOMTRAN project director.

"What we are trying to do is to encourage entrepreneurs to develop viable small-scale transit services," Mengel said.

C&D first approached the county in October, 1981. Since that time, the county has provided C&D assistance in developing the service, Mengel said.

C&D currently runs a route between Newark Valley, Owego and Endicott.

Mengel said that the proposed Newark Valley-Ithaca run would provide a needed service, as would runs to other outlying areas such as Dryden and Trumansburg.

The question of competition between a rural carrier and a city transportation system is not new, Mengel said. "It is interesting to note that there were many small bus franchises that began from 1916 to 1926, connecting all parts of the county to Ithaca. At the time, city officials were concerned that these carriers would compete with Ithaca's streetcar system.

C&D is the first common carrier to apply for permission to operate on city streets since 1963, when Swarthout and Ferris Bus Service began its franchise, Mengel said.

The issue must be aired at a public hearing before Common Council can vote on it, Schlather said. The hearing is expected to be scheduled at Common Council's March meeting.

East Ithaca bus surprises officials with its success

By PATRICIA BRAUS

Journal Staff

The year-old East Ithaca Transit bus has been more successful than planners anticipated, according to a county planning department report released Wednesday.

Frank Liguori, county planning commissioner, said he has been "pleasantly surprised" by the success of the route, which was an object of some controversy when it was first approved by the county, Cornell University and the Town of Ithaca. He also outlined possibilities for expanding bus service to Groton and to Tompkins Cortland Community College.

When the East Ithaca bus run began, many legislators predicted it would not be used.

But figures show a total of 54,182 riders took advantage of the new route in 1981 — 11.4 percent more than the original passenger estimate of 48,000. With the extra fares, the total cost of the project is about \$4,000 less than the originally estimated \$55,800.

"It is a very encouraging situation, with the local shares being considerably less than budgeted," said Liguori.

Cornell University will pay about \$7,000 less than the \$17,500 it planned to spend; the Town of Ithaca will save almost \$2,000; and the county will save more than \$1,200.

The report notes "a dramatic increase in ridership." The route started with 5,118 passengers in February 1981. In September, the peak month for the service, 7,091 riders took the bus.

The report makes several suggestions for improving the service along the route, which is used largely by Cornell students and employees, according to Liguori. These suggestions include increased afternoon service during the academic year, installation of bus shelters along the route and posting of information about the route.

In addition, the planners call for purchase of another transit bus through a federal funding program, and a \$13,122 budget increase over 1981 funding.

The report also calls for a fare increase from 35 cents to 40 cents, effective Sept 1.

Funding for the route comes from federal, state and local money. Bus fares also help pay the cost.

In 1982, bus fares will total about \$21,060 — or 32.4 percent of the total revenue. Other revenue will come from the state (\$14,465), the federal government (\$8,000), and several local funding sources. Cornell University will pay a maximum of \$12,350, the Town of Ithaca will pay a maximum of \$3,592, and the county will pay a maximum of \$2,573.

In other business discussed at Wednesday's Planning and Public Works Committee meeting, Liguori announced a proposal to include a Groton link to the TOMTRAN rural transportation route during the second year of the project. The East Ithaca route is a part of TOMTRAN. Other elements of the plan include a route between Ithaca and Tompkins Cortland Community College, scheduled to begin some time this spring.

Construction projects at the county courthouse and the airport were also discussed.

William Mobbs, public works commissioner, announced that construction to make the courthouse accessible to the handicapped started Monday. An elevator in the building should be ready for use by August, Mobbs said.

Work is also being done on a security fence to keep deer off the runways at the county airport, Mobbs said.

TOMPKINS COUNTY DEPARTMENT OF PLANNING - STAFF

Frank R. Liguori, P.E. - Commissioner of Planning

Harry Missirian
Garrison Evens
Dwight Mengel
Dennis Winters
Joseph Gentili
John Fradley-Monroe
Leslie Dotson
Harold Mednis

Secretarial

Yvonne Stewart
Mary DiGiacomo

Dwight Mengel, project leader, and John Fradley-Monroe were responsible for the preparation of this report.

TOMTRAN: TOMPKINS COUNTY TRANSPORTATION SERVICES PROJECT

Publications:

<u>No.</u>	<u>Title</u>
100	<u>TOMTRAN Application to the Appalachian Regional Commission: Project Narrative</u> April 1, 1981 120 pages.
101	<u>TOMTRAN Contingency Plan</u> April 1, 1981 20 pages.
102	<u>TOMTRAN Project & Budget Modifications for ARC Funding</u> August 15, 1981 10 pages.
200	<u>TOMTRAN II Application to the Appalachian Regional Commission: Project Narrative</u> January 15, 1982 100 pages.
201	<u>TOMTRAN I & II PROJECT REVISION</u> August 3, 1982 100 pages.
<u>WORKING PAPER SERIES</u>	
301	<u>No. 1 School Bus Utilization Program: Community College Student Transportation</u> September 20, 1980 20 pages.
302	<u>No. 2 Ithaca-Dryden Corridor Transit Route Design: Designing Rural Transit Routes with I.G.T.D.S. (Interactive Graphics Transit Design System)</u> March 1, 1981 110pgs.
303	<u>No. 3 An Analysis of Greyhound Bus Service for Commutation in Tompkins County</u> July 15, 1981 15 pages.
304	<u>No. 4 Transportation Market Study: Town of Caroline</u> June 15, 1982 26 pages.

DUPLICATE ORIGINAL



APPALACHIAN REGIONAL COMMISSION

1666 Connecticut Avenue, N.W.
Washington, D.C. 20235

Tompkins County Board
of Representatives
Ithaca, New York 14850

Attention: Mr. Frank Liguori

Re: ARC Contract No. 81-167
NY-8202-81-I-300-0520
TOMTRAN - Tompkins County
Transportation Services Project

Gentlemen:

Enclosed is a formal grant agreement document which I have executed confirming and setting forth the terms and conditions of the agreement between the Tompkins County Board of Representatives, Tompkins County, New York, and the Appalachian Regional Commission to provide financial assistance to support activities of the Tompkins County Transportation Services Project (TOMTRAN) only in the Appalachian Region of New York. The general purpose of TOMTRAN is to provide improved transportation in Tompkins County and surrounding areas. The effective date of this agreement is as stated in Article 4.

For the complete and satisfactory performance of the grant agreement, ARC shall reimburse Grantee for the actual and reasonable cost of the work accomplished under this agreement, as determined and approved by the ARC, or \$280,000, whichever is less, as provided in Article 3.

Your acceptance must be received at the Commission no later than September 30, 1981.

Acceptance should be indicated by the following method:

For acceptances sent after September 22: telegraph your acceptance, referring to this letter and including the above contract numbers so that it reaches ARC on or before September 30, 1981. You should also confirm your telegram by signing, dating and returning this letter by fastest post.

Telegram sent 9/30/81 at 3:58 P
letter returned by Express mail

Tompkins County Board
of Representatives
Page Two

Mail all correspondence to the following address:

Office of General Counsel
Appalachian Regional Commission
1666 Connecticut Avenue, N.W.
Washington, D.C. 20235

APPALACHIAN REGIONAL COMMISSION
EXECUTIVE DIRECTOR

TOMPKINS COUNTY BOARD
OF REPRESENTATIVES

Henry H. Krevor
HENRY H. KREVOR

Herrie B. Dates
NAME

9/28/81
DATE

Chairman
TITLE

Sept. 30, 1981
DATE

GRANT AGREEMENT

Between

TOMPKINS COUNTY BOARD OF REPRESENTATIVES
TOMPKINS COUNTY, NEW YORK

and

THE APPALACHIAN REGIONAL COMMISSION

This grant agreement consists of the following:

1. Cover Letter, attached
2. Part I -- Special Provisions
3. Supplement A to Part I
4. Supplement B to Part I
5. Supplement C to Part I
6. Supplement D to Part I
7. Part II -- General Contract Provisions
(except G9)

PART I -- SPECIAL PROVISIONS

ARTICLE 1.

PARTIES.

1-1

(1) The term "Grantee" refers to the Tompkins County Board of Representatives, Ithaca, New York 14850. Hereinafter, Grantee may also be referred to as "Contractor".

(2) The Grantee's Project Director/Administrative Officer is Mr. Frank Liguori, Transportation Services Coordinator, Department of Planning, 128 East Buffalo Street, Ithaca, New York, telephone number (607) 274-5286.

1-2

(1) The "Commission" refers to the Appalachian Regional Commission (ARC), 1666 Connecticut Avenue, N.W., Washington, D.C. 20235.

(2) The Commission's Project Coordinator (see Article 6) for this agreement is Mr. Charles Pixton, Room 533, 1666 Connecticut Avenue, N.W., Washington, D.C. and his telephone number is (202) 673-7869.

ARTICLE 2.

SCOPE OF SERVICES.

2-1

General Purpose. This agreement implements a grant from the Appalachian Regional Commission to Grantee under Section 302(a)(3) of the Appalachian Regional Development Act of 1965 (ARDA), as amended, and Section 200C-14 of the ARC Code. This grant is to provide financial assistance to support activities of the Tompkins County Transportation Services Project (also known as, and hereinafter sometimes referred to as TOMTRAN) only in the Appalachian Region of New York. The general purpose of TOMTRAN is to provide improved transportation in Tompkins County and surrounding areas.

2-2

Major Elements of TOMTRAN. TOMTRAN is a comprehensive transportation program that seeks to expand and improve the level of transportation services available in Tompkins County in and to unserved and underserved rural and suburban areas and, to some extent, the surrounding counties including Cortland, Tioga and Schyler, through a variety of activities. The major elements of the TOMTRAN project which shall be centrally coordinated by Tompkins County's Department of Planning are:

(1) the identification of need for transportation services and of opportunities for providing, expanding or improving transportation; identifying and obtaining assistance from various transportation services; and managing, monitoring and evaluating transit services;

(2) the TOMTRAN SUBURBAN TRANSIT PROGRAM which shall provide for transit services for suburban areas outside the City of Ithaca, previously inadequately served, in order to supplement existing public and/or publicly franchised transit in the urban areas, and, thus, test and demonstrate the feasibility of providing public transit in suburban areas in a small urban region;

(3) the TOMTRAN RURAL TRANSIT PROGRAM which shall consist of the identification of need for public transit services in inadequately served or unserved rural areas in Tompkins County and the design, encouragement, and arrangement for operation of fixed route public transit service linking rural population clusters and other demand generating places to other transportation and to major areas, and thus, test and/or demonstrate the feasibility of fixed route public transit in rural areas;

(4) the TOMTRAN JITNEY PROGRAM which shall identify the need and opportunities for providing transportation services through jitney operations in rural areas that cannot be feasibly served with conventional fixed-route transit and shall seek to stimulate the private sector to initiate jitney operations, and thus, test and demonstrate the feasibility of providing supplemental public transit services by jitneys in rural areas;

(5) TOMTRAN CAR POOL AND VAN POOL PROGRAMS which shall seek to promote increased use of car pools and van pools by commuters to and from Tompkins County as alternative, economical and energy efficient modes of commutation and thus demonstrate that such modes of transportation can complement public urban, suburban and rural transit and common carrier systems and so improve the overall quality of transportation services in Tompkins County and the surrounding Appalachian counties of Cortland, Tioga and Schyler;

(6) TOMTRAN SCHOOL BUS UTILIZATION PROGRAM which shall test and demonstrate ways by which existing school bus fleets may be used as part of a comprehensive system of publicly sponsored transportation services, and thus demonstrate how overall capital costs for the provision of transportation in an area can be reduced and more efficient use of existing public resources can be made;

(7) the TOMTRAN PARK AND RIDE PROGRAM which shall seek to identify suitable sites and provide facilities at such sites, accessible to highways and/or other transportation, for use as staging areas and/or pick-up points for car pools, van pools, jitney or fixed-route buses and thus test, demonstrate and evaluate the feasibility and contribution of such "park-and-ride" facilities to the improvement of transportation in rural areas; and

(3) transportation services for social service agencies' clients, including the handicapped and the elderly, which will seek to coordinate social service agencies' clients' needs for transportation with, and make more efficient use of, existing transit resources and to that end, will provide support to GADABOUT TRANSPORTATION SERVICES, Inc., which provides scheduled and demand-responsive services with a fleet of six vehicles to the elderly and handicapped in Tompkins County.

2-3 Grantee's Responsibility - Specific Tasks. Grantee, as an independent contractor and not as an agent of the Commission, shall furnish all necessary, personnel, facilities, materials and services to carry out the demonstration program generally described in Article 2-1 and 2-2 and the specific tasks referenced in or set forth in Article 2-4 through Article 2-14, and incorporated documents.

2-4 Additional Specifications - Incorporation of Application and Revised Application. Grantee shall perform the tasks and initiate and carry out the operations and activities to achieve the targets, goals and objectives for the TOMTRAN demonstration project specified in:

(1) the Application for Assistance submitted by the County of Tompkins for "TOMTRAN: TOMPKINS COUNTY TRANSPORTATION SERVICES PROJECT" dated March 24, 1981, submitted to ARC May 20, 1981, including specifically, but not limited to, Part IV Program Narrative pp 1-92; and attachments thereto, e.g. TOMTRAN Working Paper No. 1 "School Bus Utilization

Program Tompkins - Cortland Community College Student Transportation; TOMTRAN Working Paper No. 2, "Designing Rural Transit Route With I.G.T.D.S. and "Interim County-Wide Public Transportation Service Plan Tompkins County, March 1980, Revised May 1980, Revised February 1981; and

(2) the revised Application for TOMTRAN, dated August 19, 1981, and submitted to ARC, September 11, 1981, including, among other items, TOMTRAN Working Paper No. 5, Project and Budget Modifications for ARC funding Request.

The above-referenced documents are hereby incorporated in and made part of this agreement as Supplements A and B to Part I, respectively. Copies of each such entire submission to ARC with all of its respective attached documents have been placed in the master file of this grant agreement at ARC offices (Article 1-2(1)). In the event of conflict between Supplements A and B to Part I and the articles of this agreement, the latter shall control.

2-5

Specifications for ARC Assistance.

2-5.1 Assistance for Planning and Evaluation Activities.

(1) Grantee will provide or secure the services of a qualified staff person to assist in the planning, monitoring and evaluation elements of the TOMTRAN project.

(2) Grantee will, in accord with the provisions of Article 2-8, evaluate, select and procure a microcomputer best suited for assisting in identifying transit needs, route design and scheduling and evaluation of transportation services.

(3) ARC reserves the right to disapprove the selection, continued participation or termination of any person selected under this grant agreement.

2-5.2 Public Awareness Program. Grantee shall plan, design, implement and evaluate a Public Awareness program, using various media, to increase public knowledge concerning, and to stimulate public use and support of, the suburban transit, rural transit, and jitney demonstration programs and other TOMTRAN transportation improvement programs.

2-5.3 Assistance for Suburban Transit Program.

(1) Grantee, in order to provide transportation services for the public in unserved or underserved suburban areas around the City of Ithaca, shall provide or arrange for the provision of supplemental bus services generally as specified in Supplement A.

(2) In order to assist Grantee in obtaining and providing such supplemental public suburban transport services, Grantee is authorized in accord with the provisions of this grant agreement and to the limit provided in the budget approved by ARC:

(a) to contract for and purchase bus transportation service from service providers and use funds under this agreement therefor; and

(b) to acquire a new bus in accord with applicable provisions of this agreement pertaining to identification of equipment needs, selection and purchasing, and dedication to grant purposes (Articles 2-8, 2-9 and 2-10).

2-5.4 Assistance for Rural Transit Program.

(1) In order to provide transportation services for the public in unserved or underserved rural areas in the Ithaca - Dryden Corridor Area of Tompkins County, Grantee shall provide for or arrange for the provision of fixed route rural transit services generally as specified in Supplement A, as modified by Supplement B.

(2) In order to assist Grantee to obtain or provide for such fixed route rural transit, Grantee is authorized, in accord with the provisions of this grant agreement and to the limits provided in the budget approved by ARC:

(a) to contract for and purchase or provide bus transportation service and use funds under the agreement therefor; and

(b) to acquire a new bus in accord with applicable provisions of the agreement pertaining to identification of equipment needs, selection and purchasing and dedication to grant purpose (Articles 2-8, 2-9 and 2-10).

2-5.5 Assistance for Jitney Operations. Grantee is authorized to enter into agreements with operators to provide transportation in rural areas by means of jitney operations and to utilize funds under the agreement therefor to the limits in the budget approved by ARC.

2-5.6 Assistance to Van Pooling Ridership Programs. Grantee is authorized to purchase services to provide, or provide incentives for encouraging the use of, van pool ride sharing programs and to use funds under this agreement therefor to the extent in the budget approved by ARC.

2-5.6 Facilities: Assistance to Rural Transportation Jitney, Ridership and Park and Ride Program. Grantee shall install bus-stop shelters and appropriate signs and devices to provide for the safety and comfort of consumers and increase awareness of the transit services and their value.

2-6 ARC Right to Request Refinement of Work Plan and Budget. ARC reserves the right to require Grantee, upon reasonable notice, to submit detailed work plans and budget for, or to refine proposal provisions and budgets relating to, any activities and work to be performed under this agreement. Grantee agrees, after receipt of such notice under this Article 2-6, to provide such work plans and budgets and/or refinements of the proposals within a reasonable time. No costs pertaining to such activities or work shall be eligible project costs until ARC approves such plan, budget or refinement.

2-7 Evaluation and Monitoring.

(1) Grantee shall conduct, or arrange for the conduct of, an assessment of Grantee's public rural transit program in Appalachian New York. Such assessment shall include, but not be limited to, an analysis of statistical data pertaining to ridership, operational cost, income by source, and other socioeconomic benefits derived from the program.

(2) In carrying out the program Grantee shall monitor, track, and report on various indicators to determine the degree of success achieved at any point in the operation of the project and to permit benefit-cost analysis, to include:

(a) cash flow as indicated in (i) receipts or payments to the program and deposited in the escrow account; and (ii) bills paid from this account;

(b) passenger miles analysis as derived by dividing the total program expenditures by total program passenger mileage to obtain a figure indicating average program cost per passenger mile;

(c) program financial support as measured by stability of support base, i.e. percentage of funds from various sources; gradation toward local public/private sources of support would be considered more stable and gradation toward federal/continuing agency-client service grants would be considered less stable;

(d) availability of service to market segment groups (choice rider, general public, aging, handicapped, and emergency medical) as measured by the number of routes and schedules in the project area, and with regard to the identified segment groups, utilization of service as measured by actual use compared with projected use;

(e) level-of-service as measured by (i) travel time, (ii) reliability, and (iii) number of pickup/discharge points; and

(f) coordination with other transportation services in the area as measured by (i) percentage and number of all social service agencies covered by service in the area which are served by Grantee, and (ii) percentage and number of all public agencies covered by service in the area which are served by Grantee.

(3) Grantee shall design a monitoring and evaluation system and procedures to assure the provision of information consistent with this article and with the monitoring and evaluation procedures described in Supplement A; Provided, that to the extent that the monitoring and evaluation system developed under Supplement A provides information required under this article, a separate monitoring and evaluation system is not required.

2-8

Acquisition of Additional and Replacement Vehicles and Other Equipment.

(1) Where equipment is to be purchased or acquired (except where it will be acquired from a social service or public agency which already is using said vehicle for transportation of social service program clients), Grantee will assure that the vehicles or equipment shall be procured through use of such competitive bidding procedures or other negotiating procedures as are in accord with New York state law; Provided, that such procedures:

(a) assure obtaining such vehicles or equipment on the fairest terms and at the most reasonable price; and

(b) assure that all interested parties will have a full and fair opportunity to obtain such business.

(2) Grantee shall prepare and submit to ARC a statement describing the procedures to be utilized to fulfill the requirements of (1) above and shall, in each instance, certify to the ARC that the procurement of vehicles or equipment, under this agreement has been in accord with the requirements of (1) above.

(3) Prior to advertising for bids, soliciting proposals, or entering negotiations for the purchase of vehicles or equipment, or entering final negotiations for the transfer to Grantee of title to a vehicle in service to a social service program from a social service or public agency, Grantee shall submit to the ARC Project Coordinator for review and approval:

(a) an explanation of how the vehicle or other equipment to be acquired is suitable for the rural public transportation component or other element of the TOMTRAN project and will help to meet the objectives of this agreement or otherwise improve the rural transportation services;

(b) a cost justification; i.e. how the expenditure of funds is cost efficient considering the service improvement gained against the cost to acquire and why other alternatives are less cost efficient;

(c) the specifications for the vehicle or other equipment to be acquired and why a vehicle or other equipment of such size, type, and capabilities was selected as opposed to other possible vehicles or equipment types, together with a cost comparison; and

(d) where applicable, an explanation of how economies can be effected and/or greater use of vehicles or other equipment be obtained through transfer of title of such vehicle(s) from the social service program to Grantee.

(4) Vehicles or equipment purchased with assistance provided under this agreement are subject to Article 2-10.

2-9

Purchasing Procedures - Services, Construction and Other Equipment.

In contracting for services, materials and equipment or construction under this agreement, Grantee shall assure that (a) all contracting shall be at prices and on a term most advantageous to Grantee and the TOMTRAN project; and (b) all interested parties shall have a full and fair chance at doing business with Grantee and the TOMTRAN project receiving federal financial Appalachian Act assistance under this grant agreement. Grantee shall arrange for all contracts through competitive bidding, or if permitted by state law, other negotiating or contracting procedures that will assure compliance with (a) and (b) above.

2-10

Retention of Rights in Equipment.

(1) Title to equipment purchased with grant funds resides with the Grantee and assignees and successors approved by ARC, but the equipment must be accounted for during and after the end of the project period. Accountability may be satisfied by continued use during its useful life in the same or other projects related to objectives of the ARC, as approved by ARC. If the equipment is disposed of or transferred during its useful life to a use outside the scope of the ARC objectives, an amount equal to the resale value or the value of the ARC share at the time of disposal must be deposited in the grant account if still open, or the Federal share must be refunded to ARC or an ARC-designated successor. ARC reserves the right to transfer such equipment and title thereto or other interest therein, to ARC, or an agency of the Federal Government or to another Grantee, in the event equipment, leased or purchased with funds under this agreement, is no longer used primarily for the purposes for which it is dedicated under this agreement, or is not used in substantial accord with the applicable provisions of this agreement.

(2) It is the intent of the Commission that equipment, approved by ARC for acquisition, shall be retained in the possession of the Grantee and any assignees or successors approved by ARC only so long as it is used primarily for the purposes of the project, as outlined in this agreement. In the event that any such equipment is

no longer being used primarily for the purposes for which it is intended under this agreement, Grantee shall notify ARC of such fact. Grantee shall place appropriate provisions guaranteeing use for intended purposes in any agreements entered into with regard to this project. It shall be Grantee's responsibility to monitor all use to ascertain that all such equipment is being used primarily for the purposes outlined herein. Grantee may propose to ARC that the equipment be transferred to another agency or entity which could utilize it for the purposes outlined in this agreement. Such transfers shall be subject to prior approval by the ARC Project Coordinator and to the reservation of rights in ARC under (1) above.

(3) Notwithstanding acceptance of the final report under Article 2-14 and final payment under Article 3, Grantee agrees to provide annual written reports to the ARC Project Coordinator on the status and disposition of equipment purchased pursuant to this agreement for the period of its useful life at no additional cost to ARC.

2-11 Indemnification. Notwithstanding any other provisions of this grant agreement, it is expressly agreed that:

(1) Grantee will carry out the program under this grant agreement as an independent contractor and not as an agent of the Commission;

(2) Grantee assumes sole and complete responsibility for the conduct of the program in such a manner as to assure safety and welfare of all persons participating in or in any way involved in, or affected by, any activities conducted under this grant agreement;

(3) The Commission, by its provision of funds for this project, undertakes no responsibility in this regard;

(4) Grantee shall indemnify and save harmless the Commission, its agents, officers and employees, from and against any and all claims, demands, suits, judgments, settlements, etc., for sums of money for or on account of personal injuries, property damage, or loss of life or property of any persons arising from or in any way connected with the performance of the project covered by this agreement; and

(5) Further, the Grantee expressly releases the ARC from any liability for any losses or damages suffered by Grantee, directly or indirectly, from or in any way connected with the performance of this grant agreement.

2-12 No Commitment of Further Funding. Nothing in this grant shall be construed to obligate ARC to provide funds for this project above and beyond the amount of this grant or over a period of time longer than this grant period.

2-13 Estimate of Program Expenditures: September 1981 - August 1984. Within eleven months after effective date of this agreement, Grantee shall submit, in draft, to the ARC Project Coordinator, for each element of the TOMTRAN project, a fully documented estimate of program expenditures for the three year period, September 1, 1981 - August 31, 1984 with a detailed statement of anticipated revenues and an identification of the amount and source of each type of revenue.

The purpose of this estimate of costs, expenditures and revenues is to determine the potential feasibility of each of the rural public transportation components supported under this agreement. A principal issue to be addressed is whether the system can achieve sufficient financial stability to assure its continued operation after the termination of ARC assistance.

In order to carry out this tasks, Grantee shall:

(1) Recognize that ARC assistance will not be provided for more than thirty six months (from September 1, 1981); and that assistance beyond that period would only be provided on the basis set out in Section 200C-14.6(6) of the ARC Code, and that neither New York State or ARC are obligated to approve any subsequent grants, and that alternative options and sources of funding for assistance in any year after this grant are required.

(2) Keep, and cause each TOMTRAN element to have, accurate and detailed accounts of all transportation expenditures and all fares, other income, revenues and payment from financial support sources and identify and study potential sources of revenue for the rural transportation program elements and develop a self-sufficiency plan.

2-14

Reports.

2-14.1 Progress Reports. Grantee shall prepare and submit to ARC Project Coordinator, in three copies, quarterly progress reports indicating the work accomplished under the agreement to date, any problems encountered and ameliorative actions taken. Each such

report shall include but not be limited to: total vehicle miles, deadhead mileage, total passenger trips and passenger miles, trip purposes, income from passenger revenue, service agency contracts and a breakdown of cost per passenger mile.

2-14.1 Future Financial Support Plan. Within eleven (11) months after the effective date of this agreement, Grantee shall submit the initial draft report required in Article 2-13. The future financial support plan shall also be a required element of the final report.

2-14.3 Final Report.

(1) Draft - Contents. Within twelve (12) months after the effective date, Grantee shall prepare and submit, in five (5) copies, a draft final report of all activities carried out under this agreement and a complete evaluation of the project to include:

(a) a full description of each project effort, in terms of project output as indicated by bus and jitney hours, months and miles provided per month and an accounting of project revenues or other appropriate measures of output or increases e.g. as for example, increases in uses of van pool and car pool ridersharing;

(b) an updating of all information on items specified for quarterly progress reports;

(c) a description of project effort, in terms of the evaluation and monitoring (Article 2-7);

(d) degree to which the TOMTRAN system and each component thereof, is meeting, failing to meet or exceeding operational targets;

(e) a description of project performance in terms of the efficacy and replicability of the organization and administration of the project (and each component) and suggestions as to improving the management of similar demonstrations; and

(f) the results of the studies conducted under Article 2-13 to determine feasibility of operations after termination of ARC assistance; and a copy of the future Financial Support Plans under that Article, and the annual report on equipment use required under the Retention of Rights in Equipment Article as to all equipment purchased or acquired with funds provided through this agreement.

(2) Draft - Organization. The draft report shall be organized so as to clearly indicate, by reference to grant agreement Articles and subsections, the specific grant agreement requirements that each section of the draft report is addressing. The draft report shall contain a Table of Contents or similar listing of contents which shall indicate by reference to specific pages in the draft report the portion of the report that addresses specified grant agreement provisions.

(3) Review. After ARC review of the draft final report, which will be completed within 15 days after submission by the Grantee, the Commission will either (i) return to the Grantee the

approved draft with such comments, including requirements or suggestions for modifications as deemed necessary, or (ii) require resubmission of the draft report if it is deemed necessary, in which case Grantee shall, within 15 days, submit another draft for review and comment.

(4) Final Submission. Within 15 days after receipt of the approved draft final report, the Grantee will prepare and submit to the Commission, through the ARC Project Coordinator, 15 copies of the approved report and a reproducible master.

ARTICLE 3.

CONSIDERATION AND METHOD OF PAYMENT.

3-1 Total. For the complete and satisfactory performance of the grant agreement, ARC shall reimburse Grantee for the actual and reasonable cost of the work accomplished under this agreement, as determined and approved by the ARC, or \$280,000, whichever is less.

3-2 Other Funding. Grantee has represented that an additional \$578,675 from federal and other sources will be made available for this project. Grantee agrees to take all steps to assure that such funding remains available. In the event it appears that such other funding may be in jeopardy, Grantee shall immediately advise ARC.

3-2A Basis for Determination of Project Costs - Use of Project -Generated Income.

(1) "Project costs" shall be calculated by totaling all project expenses incurred in the operation of the demonstration pursuant to and in accord with the terms of this agreement; Provided that depreciation shall not be allowed as an eligible cost until

Grantee identifies specific equipment for which claim is made, identifies source of funds used for purchase of each such date of purchase and rate of depreciation being applied, and establishes appropriateness of depreciation method and rates being utilized and furnishes evidence of establishment of an appropriate sinking fund.

(2) Project income shall be used for the project to reduce the need for ARC assistance under the agreement; Provided, that such income may be used to expand services at no additional expense to the ARC upon the following conditions: (i) the ARC finds that the expansion (a) is in the best interest of the project; and (b) will be efficient in terms of its benefits and costs; and (ii) the ARC specifically approves such expansion in writing.

3-3 Basis for Determination. Cost will be determined in general accord with the budget (which is attached as Supplement C to Part I and made part of this agreement), and subject to the terms of this grant agreement and to pertinent ARC Code Provisions including those in ARC Code Section 200C-14.6(7) attached as Supplement D to Part I.

3-4 Contributed Services. Contributed services may include any paid services directly related to the accomplishment of this grant which are performed for Grantee, on or after the effective date of the agreement, by an employee of the Grantee or of any agency or instrumentality of the State of New York or any political subdivision thereof. Such services must be claimed under this agreement and may not be used as local matching share under any other Federal grant or contract.

3-5 Method of Payment.

3-5.1 Progress Payments. Grantee may receive progress payments (a) on the basis of the work performed; (b) upon submission of invoices and ARC concurrence as to reasonableness of costs; (c) upon submission to ARC of, and with the same frequency as, progress reports; (d) upon determination by the ARC that the requirements of the agreement are being met. The total of such progress payments shall not exceed\$260,000

3-5.2 Final Payment. Upon Grantee's satisfactory completion of the agreement, Grantee shall receive any balance of funds which may be due under this agreement, estimated \$20,000.

3-6 Procedures. After receipt of an invoice or voucher (which shall be in such form and reasonable detail as the ARC Project Coordinator may require, and be supported by a statement of costs incurred by the Grantee in the performance of the agreement during the period and claimed to constitute allowable costs), the Commission shall, subject to the provisions in Article 3-7, make appropriate payment thereon as approved by the ARC Project Coordinator.

3-7 Audit, Adjustments and Refunds.

(1) All invoices, vouchers, statements of costs, and reports of disbursements of funds are subject to audit. Any payment may be reduced for overpayment(s) or increased for underpayment(s) on preceding invoices or vouchers. In the event of overpayment(s) ARC reserves the option of requiring the Grantee to reimburse the Commission for the amount of the overpayment(s).

(2) If Grantee has not provided either cash or contributed services of a value determined by the Commission to be sufficient to support the payments made by the Commission, or has failed to obligate or disburse any such sums for the purpose of this agreement, the final payment shall be reduced, or the Grantee shall make an appropriate refund.

3-8 Rebates and Discharges from Liability. Grantee agrees that any refunds, rebates or credits, or other amounts (including interest earned thereon) received by the Grantee (or any Assignee) shall be paid to the Commission to the extent that they are properly allowable as costs for which the Grantee has been reimbursed under this Article. Grantee will, when requested, assign such refunds, etc., to the Commission and execute such releases as may be appropriate to discharge the Commission, its officers and agents from liabilities arising out of this agreement.

3-9 Records Requirements.

3-9.1 General. Grantee shall establish procedures to ensure that all records pertaining to costs, expenses, and funds related to the agreement shall be kept in a manner which is consistent with generally accepted accounting procedures. The documentation in support of each action in the accounting records shall be filed in such a manner that it can be readily located.

3-9.2 Grant Accounts. Grantee shall establish, for this agreement, and require its employees to maintain, a separate "grant agreement account" in which all funds provided for, accruing to, or otherwise received on account of the grant agreement, and all disbursements by the Grantee for the purpose of this grant agreement shall be recorded.

3-9.3 Records of Disbursements. All disbursements from the grant agreement account shall be for obligations incurred, after the effective date, in the performance of this agreement, and shall be supported by contracts, invoices, vouchers and other data, as appropriate, evidencing the disbursements.

3-9.4 Records of Contributed Services. Grantee shall maintain custody of time records, payrolls, and other data, as appropriate, to substantiate all services reported to the Commission as Contributed Services under this grant agreement.

ARTICLE 4. EFFECTIVE DATE.

The effective date of this grant agreement is September 1, 1981.

ARTICLE 5. GRANTEE'S PRINCIPAL PERSONNEL.

5-1 Project Director. The Project Director shall be responsible for the general guidance and overall supervision of Grantee's efforts. The Project Director shall maintain liaison with the Commission's Project Coordinator.

5-2 Replacement of Project Director. In the event the replacement of the Project Director becomes necessary, the Grantee will advise the Commission, in writing, of the change. The Commission reserves the right to disapprove any proposed substitute or addition.

ARTICLE 6.

COMMISSION REPRESENTATIVE.

6-1 Project Coordinator. The Project Coordinator is responsible for (i) providing liaison between the Commission and the Grantee, and (ii) obtaining approval of work accomplished by Grantee.

6-2 Replacement of Project Coordinator. The Commission may, in its discretion, change the Project Coordinator at any time, in which event it shall notify the Grantee in writing of the change.

B U D G E T

The sources of funding and proposed project budget are as follows:

Fundings:

		<u>% Total</u>
ARC Grant (200C-14)	\$280,000	32
Other Fed (Section 18)	91,880	11
State	75,415	9
Local (Cash)	177,915	21
Local (in-kind)	108,950	13
Other (farebox)	124,515	14
Total Funds	<u>\$858,675</u>	<u>100%</u>

Budgets:

	<u>Total</u>	<u>ARC</u>
Personnel	\$ 54,150	\$15,000
Fringe	14,080	3,900
Contractural	24,000	24,000
Supplies	3,000	3,000
Travel	600	400
Space	3,500	-0-
Operations	464,095	66,380
Capital Equipment	292,250	168,320
Construction	3,000	-0-
Total Expenses	<u>\$858,675</u>	<u>\$280,000</u>

- 2 -

ARC Program Costs

<u>Program Element</u>	<u>Supplies Travel</u>	<u>Personnel</u>	<u>Optng Subsidy</u>	<u>Consti- tant</u>	<u>Capital Acquisition</u>
Adm & Eval	\$ 2,400	\$ 18,900			\$ 6,000
Sub Transit			\$ 7,160		81,000
Rur Transit			29,220		81,320
Van Pooling			10,000	\$24,000	
Jitney			5,000		
School Bus			10,000		
Car Pooling			-0-		
Park & Ride			-0-		
Gadabout			5,000		
Totals	<u>\$ 2,400</u>	<u>\$ 18,900</u>	<u>\$66,380</u>	<u>\$24,000</u>	<u>\$ 168,320</u> <u>\$ 280,000</u>

I. INTRODUCTION

As a result of reduced Federal funding for the Appalachian Regional Commission, ARC has reduced the recommended level of support for the Tompkins County Transportation Services Project (TOMTRAN) from \$500,000 for the first year of a multi-year project to \$280,000 for a project limited to a single year. This working paper restructures the project budget to conform to the new constraints. By reducing the level of support for several TOMTRAN programs during the next year and using increased subsidies now available from other sources, TOMTRAN remains substantially intact without increasing local levels of support to unacceptable levels. While complete implementation of the original TOMTRAN proposal would require outside funding beyond a single year, the restructured budget will permit self-sufficiency of a more modest program in the event that ARC funds are limited to one year and other funds are unavailable.

II. BUDGET REVISIONS

The total proposed TOMTRAN budget now is \$858,675, most of which is generated by non-ARC sources. A summary of changes to the original ARC request is shown as Table 1. The reduction from \$500,000 to \$280,000 has been accomplished through major revisions to the operating and capital requests and smaller reductions in other budget items. Table 2 contains a detailed revised budget for the entire TOMTRAN project and identifies the non-ARC sources of funding.

TABLE 1. SUMMARY OF TOMTRAN BUDGET REVISIONS: FY 1981 ARC ALLOCATIONS

<u>Category</u>	<u>Revised</u>	<u>Original</u>	<u>Difference</u>
1. Personnel	\$ 15,000	\$ 30,000	\$ - 15,000
2. Fringe Benefits	3,900	7,800	- 3,900
3. Consulting / Contractual	24,000	19,730	4,270 ⁽¹⁾
4. Supplies	2,000	3,500	- 1,500
5. Program Operating Costs	66,380	161,570	- 95,190
6. Capital Equipment Costs	<u>168,320</u>	<u>277,000</u>	<u>-108,680</u>
TOTAL ARC FUNDS	\$280,000	\$500,000	\$ -220,000

Source: Table 2 TOMTRAN Revised Budget, page 8 .

(1) Represents consolidation of advertising expenses formally included in program operating budgets, see below.

The budget changes and their impact on ARC funding are as follows:

(1) Personnel and Fringe Benefits

- Elimination of one project planner, saving \$18,900.

(2) Consultant and Contractual Services

The marketing and advertising item is the only one which differs from the original budget. The original TOMTRAN budget had \$ 20,530 allocated for marketing and advertising; \$9,730 under the Consultant and Contractual Services line and \$10,800 in the operating budgets for the Suburban, Rural Transit and Jitney Programs. The revised budget consolidates the total marketing and advertising item in the amount of \$14,000, a savings of \$6,530.

(3) Supplies

- Reduction of ARC request from \$3,500 to \$2,000.

(4) Program Operating Costs

- Reduction of ARC operating subsidy for Suburban Transit from \$55,000 to \$7,160 by increasing State and local subsidies. See Table 2 for details.
- Reduction of ARC operating subsidy for Ithaca-Dryden Corridor Transit (Rural Transit) from \$54,970 to \$29,220. See Table 4 for details.
- Reduction of ARC subsidy for School Bus Utilization from \$20,000 to \$10,000.
- Reduction of ARC Vanpool subsidy from \$25,000 to \$10,000.
- Reduction of ARC Jitney subsidy from \$6,500 to \$5,000.
- Addition of a \$5,000 subsidy to Gadabout Transportation Services Inc., a local non-profit organization providing services to handicapped and elderly residents. (See Section 18 Transportation Services Plan (pp.31,33,39) included with original application.)

(5) Capital Costs

- Reduction of ARC capital subsidy for buses from \$265,000 to \$130,000 by altering equipment specifications.
- Increased request for bus shelters from \$8,000 to \$14,400, providing for expanded coverage.
- Increased request for micro-computer from \$4,000 to \$6,000, to provide for improved project management capabilities.

(5) Capital Costs (Continued)

- Addition of \$8,000 to provide for a base station and mobile radio units for buses.
- Addition of \$8,000 to purchase fareboxes for 3 buses.
- Addition of \$1,920 to purchase signs and posts.

TABLE 2 TOMTRAN REVISED BUDGET (YEAR 1)

Category	% of Time	Total Salary	ARC Funds	Federal Section 18	NYS	Local Cash	Local In-kind	Program Revenue	Total Eligible
<u>1. Personnel</u>									
Planning; Commissioner	20	\$30,000					\$6,000		\$ 6,000
Project Director/ Transportation	100	18,000		\$ 6,650			11,350		18,000
Project Planner	100	15,000	15,000						15,000
Planning Technician	50	12,500					6,250		6,250
Steno/Clerk	50	10,000					5,000		5,000
Secretarial	30	13,500					3,900		3,900
TOTAL PERSONNEL			\$15,000	\$ 6,650			\$32,500		\$ 54,150
<u>2. Fringe Benefits</u>									
Rate= 26%			\$ 3,900	\$ 1,730			\$ 8,450		\$ 14,080
<u>3. Contractual & Consultant Services</u>									
Consulting			\$ 2,500						\$ 2,500
Marketing & Advertising			14,000						14,000
Printing Services			7,500						7,500
TOTAL CONTRACTUAL/CONSULTING			\$24,000						\$ 24,000
<u>4. Supplies</u>									
Office Supplies			\$ 1,000				\$ 300		\$ 1,000
Copying			1,000				700		1,700
TOTAL SUPPLIES			\$ 2,000				\$ 1,000		\$ 3,000
<u>5. Travel</u>									
Local Travel			\$ 150				\$ 150		\$ 300
Out of County Travel			250				50		300
TOTAL TRAVEL			\$ 400				\$ 200		\$ 600
<u>6. Space Rental & Utilities</u>									
Space Rental							\$ 2,000		\$ 2,000
Phone & Utilities							1,500		1,500
TOTAL RENTAL & UTILITIES							\$ 3,500		\$ 3,500
<u>7. Total Items 1 - 6</u>									
			\$45,300	\$ 8,380			\$45,650		\$99,330

TABLE 2 TOMTRAN REVISED BUDGET (YEAR 1)

Category	ARC Funds	Federal Section 18	NYS	Local Cash	Local In-kind	Program Revenue	Total Eligible
8. Program Operating Costs							
Suburban Transit	\$ 7,160	\$10,000	\$30,000	\$78,900		\$ 49,515	\$175,575 ✓
Ithaca-Dryden Corridor Transit	29,220	8,500	17,000	19,400		45,000	119,120
Van Pooling	10,000						10,000
School Bus Utilization	10,000			5,000			15,000
Jitney	5,000						5,000
Car Pooling	0						0
Park-and-Ride	0				2,000		2,000
Gadabout (Section 504)	5,000			44,700	57,700	30,000	137,400
TOTAL PROGRAM OPERATING COSTS	\$ 66,380	\$18,500	\$47,000	\$148,000	\$59,700	\$124,515	\$464,095
9. Capital Equipment Costs							
Transit Bus	\$ 65,000		\$ 8,125	\$ 8,125			\$ 81,250 ✓
Transit Bus	65,000		8,125	8,125			81,250
Transit Bus		\$65,000	8,125	8,125			81,250 ✓
Radio System	8,000		1,000	1,000			10,000 ✓
Fare Boxes (3)	8,000		1,000	1,000			10,000 ✓
Bus Shelters ✓	14,400		1,800	1,800			18,000 ✓
Signs & Poles ✓	1,920		240	240	600		3,000
Micro-computer ✓	6,000			1,500			7,500
TOTAL CAPITAL COSTS	\$168,320	\$65,000	\$28,415	\$29,915	\$ 600		\$292,250
10. Construction							
Park-and-Ride Lots					\$3,000		\$3,000
11. TOTAL CAPITAL & CONSTRUCTION							
Percent of Funding Sources	\$168,320	\$65,000	\$28,415	\$29,915	\$3,600		\$295,250
	57.0%	22.0%	9.6%	10.1%	1.2%		100.0%
12. TOTAL OPERATING COSTS ITEMS 1-8							
Percent of Funding Sources	\$111,680	\$26,880	\$47,000	\$148,000	\$105,350	\$124,515	\$563,425
	19.8%	4.8%	8.3%	26.3%	18.7%	22.1%	100.0%
13. TOTAL PROJECT COSTS							
Percent of Funding Sources	\$280,000	\$91,880	\$75,415	\$177,915	\$108,950	\$124,515	\$858,675
	32.6	10.7%	8.8%	20.7%	12.7%	14.5%	100.0%

TABLE 3

TOMTRAN SUBURBAN TRANSIT PROGRAMESTIMATED BUDGET YEAR 1

<u>Expenses</u>	<u>Revised</u>
1. Bus No. NET 1 ^A 3,120 hrs. 12 hrs/day	(\$ 70,200)
2. Bus No. NET 2 1,430 hrs. 5.5 hrs/day	(32,175)
3. Bus No. EIT 1 3,120 hrs. 12 hrs./day	(70,200)
4. Administration	(3,000)
5. Advertising ^B	0
TOTAL	(\$175,575)
<u>Income</u>	
1. Fare Revenue	\$49,515
2. NYS TOA	30,000
3. Federal Section 18	10,000
4. Local Contribution	78,900
5. ARC Operating Assistance	7,160
TOTAL	\$175,575
<u>Fare Revenue Estimate</u>	<u>Revised</u>
Total Annual Riders	\$110,035
Average Fare	.45
Total Fare Revenue	\$ 49,515

Notes: The TOMTRAN Suburban Transit Program includes the Northeast and East Ithaca Transit Systems.

(A) The original NET No 1 Bus operated 6 days per week. The revised budget operates 5 days per week. The reduced ridership estimate, and fare revenue estimate, reflect the reduced service level.

(B) The advertising amount for all programs was consolidated in the Project Budget, Table 1, line 3.

TABLE 4
TOMTRAN ITHACA-DRYDEN CORRIDOR TRANSIT
ESTIMATED BUDGET YEAR 1

<u>Expenses</u>	<u>Revised</u>
1. Bus No. 1 ^A	(\$ 78,740)
2. Bus No. 2 ^B	(38,880)
3. Administration	(2,500)
4. Advertising ^C	0
TOTAL	(\$119,120)
<u>Income</u>	
1. Fare Revenue	\$ 45,000
2. NYS TOA	17,000
3. Federal Section 18	8,500
4. Local Contribution	19,400
5. ARC Operating Assistance	29,220
TOTAL	\$119,120
<u>Fare Revenue Estimate</u>	<u>Revised</u>
Total Annual Riders	60,000
Average Fare	\$.75
Total Fare Revenue	\$ 45,000

Notes:

- (A) Bus No. 1 operates for 3,120 hrs in the original proposal and 3,320 hrs. in the revised proposal (13 hrs./ day).
- (B) Bus No.2 operates for 1,430 hrs. in the original proposal and 1,690 hrs. in the revised budget, 6.5 hrs./day.
- (C) The advertising expense is consolidated for all programs in the Project Marketing line in the TOMTRAN budget, Table 1, line 3.

Section 200C-14.6(7) Matching Shares.

(A) Appalachian Act assistance for demonstration rural transportation systems under this subsection 200C-14.6 may be provided up to the respective percentages set forth for the following purposes and periods:

(1) for activities in actual initial establishment of a rural transportation system or consolidation, or improvement and implementation, of services in a system:

(a) in the first two years (computed as provided in subsection 200C-14.6(4)) for up to one hundred per centum (100%) of the actual and reasonable cost of operations (i.e., all costs associated with the provision of transportation services, such as administration, maintenance and repairs; salaries of operating, administrative and maintenance personnel; but excluding technical assistance, training programs and equipment acquisition) as approved by the Commission under Section 303 of the Act:

(b) in the third year, and, if approved as meeting the condition in subsection 200C-14.6(5)(D), in the fourth year, for up to seventy-five per centum (75%) of the actual and reasonable costs, as defined in (a), for such year;

(c) if approved as meeting the condition in subsection 200C-14.6(5)(D), in the fifth year for up to fifty per centum (50%) of the actual and reasonable costs, as defined in (a), for such year:

(2) for training programs and technical assistance in connection with activities for demonstration rural transportation system programs and projects under this subsection 200C-14.6, for up to seventy-five per centum (75%) of the actual and reasonable costs thereof, as approved by the Commission under Section 303 of the Act;

(3) for acquisition or improvement of equipment for such demonstration rural transportation systems for up to one hundred per centum (100%) of the actual and reasonable cost thereof as approved by the Commission under Section 303 of the Act;

(3) The non-Federal matching share under (A)(2) and (A)(2) may be in cash, contributed services, or other in-kind contributions (excluding use value of public buildings), as approved by the Commission under Section 303 of the Act.

PART II
APPALACHIAN REGIONAL COMMISSION
GENERAL CONTRACT PROVISIONS

Article G1 Subcontracting.

The Contractor shall not enter into subcontracts for any of the work contemplated under this contract without obtaining the prior written approval of the Project Coordinator, and subject to such conditions and provisions as the Project Coordinator may deem necessary, in his discretion, to protect the interests of the Commission; *Provided*, however, that notwithstanding the foregoing unless otherwise provided herein, such prior written approval shall not be required for the purchase by the Contractor of articles, supplies, equipment and services which are both necessary for and merely incidental to the performance of the work required under this contract; *Provided*, further, however, that no provision of this article and no such approval by the Project Coordinator of any subcontract shall be deemed in any event or in any manner to provide for the incurrence of any obligation by the Commission in addition to the total contract price and the Commission shall not be responsible for fulfillment of Contractor's obligations to subcontractors; *Provided*, further, that no subcontracting shall be deemed to relieve the Contractor of any obligations under this contract.

Article G2 Background Material.

If requested, the Contractor shall deliver to the Commission background material prepared or obtained by the Contractor incident to the performance of this contract. Background material is defined as original work papers, notes and drafts prepared by the Contractor to support the data and conclusions in the final reports, and includes completed questionnaires, etc., and material in electronic data processing form, computer programs, other printed materials, pamphlets, maps, drawings and books acquired by the Contractor during the term of the contract and directly related to the services being rendered.

Article G3 Rights in Data, Copyrights, and Disclosure.

G3-1 Definition. The term "data" as used herein includes written reports (Progress, Draft, and Final), studies, drawings or other graphic, electronic, chemical or mechanical representations, and work of any similar nature which are required to be delivered under this contract. It does not include Contractor's financial reports, or other information incidental to contract administration.

G3-2 Rights in Data. Data submitted to and accepted by the Commission under this contract shall be the property of the Commission, and it shall have full right to use such data for any official purpose in whatever manner deemed desirable and appropriate including making it available to the general public. Such use shall be without any additional payment to or approval by Contractor.

G3-3 Copyright. Contractor relinquishes any and all copyrights and/or copyright rights, and/or privileges to data developed under this contract. Contractor shall not include in the

data any copyrighted matter, without the written approval of the Project Coordinator, unless Contractor provides the Commission with written permission of the copyright owner for the Commission to use such copyrighted matter in the manner provided in Article G3-2.

G3-4 Disclosure. Contractor agrees not to divulge or release any information, reports, or recommendations developed or obtained in connection with performance of this contract, except to authorized Commission personnel or upon prior approval of the Project Coordinator or his representative.

Article G4 Patent Rights.

G4-1 Whenever any invention, improvement or discovery (whether or not patentable) is made or conceived or for the first time actually or constructively reduced to practice, by the Contractor or its employees, in the course of, in connection with, or under the terms of this contract, the Contractor shall immediately give the Project Coordinator written notice thereof, and shall promptly thereafter furnish the Project Coordinator with complete information thereon; and the Commission shall have the sole and exclusive power to determine whether or not and where a patent application shall be filed, and to determine the disposition of all rights in such invention, improvement or discovery, including title to and rights under any patent application or patent that may issue thereon. The determination of the Commission on all these matters shall be accepted as final and the provisions of the article of this contract entitled "Disputes" shall not apply; and the Contractor agrees that it will, and warrants that all of its employees who may be the inventors will, execute all documents and do all things necessary or proper to the effectuation of such determination.

G4-2 Except as otherwise authorized in writing by the Project Coordinator, the Contractor shall obtain patent agreements to effectuate the provisions of this article from all persons who perform any part of the work under this contract, except such clerical and manual labor personnel as will have no access to technical data.

G4-3 Except as otherwise authorized in writing by the Project Coordinator, the Contractor will insert in each subcontract, having experimental, developmental, or research work as one of its purposes, provisions making this clause applicable to the subcontractor and its employees.

G4-4 If the Commission obtains patent rights pursuant to this article, the Contractor shall be offered license rights thereto on terms at least as favorable as those offered to any other firm.

G4-5 In the event no invention, improvements, or discoveries (whether or not patentable) are made or conceived or for the first time actually or constructively reduced to practice, by the Con-

tractor or its employees in the course of, in connection with, or under the terms of this contract, the Contractor shall so certify to the Commission before final payment is made hereunder.

Article G5 Notice and Assistance Regarding Patent and Copyright Infringement.

G5-1 Contractor shall report to the ARC promptly and in reasonable written detail, each notice or claim of patent or copyright infringement based on the performance of this contract of which the Contractor has knowledge.

G5-2 In the event of any claim or suit against the ARC on account of any alleged patent or copyright infringement arising out of any products furnished or work or services performed hereunder, the Contractor shall, on request, furnish to the ARC, at ARC expense (unless Contractor has agreed to indemnify ARC) all evidence and information in the possession of the Contractor pertaining to such suit or claim.

Article G6 Access to Records and Right to Audit.

G6-1 The Contractor agrees that the Federal Cochairman of the ARC, the Comptroller General of the United States, or the ARC, or the duly authorized representatives of any of them shall, until the expiration of three years after final payment under this contract, have access to and the right to examine any books, documents, papers, and records of the Contractor involving transactions related to this contract.

G6-2 The Contractor will, in each subcontract in excess of \$2500, require the subcontractor to agree to the application of the provisions of this article in a similar manner to the subcontractor's records relating to said subcontract.

Article G7 Termination for Convenience of the Commission.

The ARC, by written notice to the Contractor, may terminate this contract in whole or in part for the convenience of the Commission, whenever the ARC determines that such action is in its best interest. If this contract is so terminated, the Contractor shall be compensated on an equitable basis, substantially in accord with the provisions of "Federal Procurement Regulations" Subpart 1-8.70 in effect as of the effective date of this contract, and such regulations are incorporated by reference as part of this contract.

Article G8 Amendments.

This contract constitutes the entire agreement between the parties. No amendment or modification changing its scope or terms shall have any force or effect unless it is in writing and signed by both parties.

Article G9 Default.

G9-1 Termination for Default and Notice. The ARC may, subject to the provisions of Article G9-3 below, by written notice of default to the Contractor, terminate the whole or any part of this contract in any one of the following circumstances: (a) if the Contractor fails to make delivery of the products or to

perform the services within the time specified herein or any extension thereof; or (b) if the Contractor fails to perform any of the other provisions of this contract, or so fails to make progress as to endanger performance of this contract in accordance with its terms, and in either of these two circumstances does not cure such failure within a period of 10 days (or such longer period as the ARC may authorize in writing) after receipt of notice specifying such failure.

G9-2 ARC's Right to Reprocure and Contractor's Liability for Excess Costs. In the event the ARC terminates this contract in whole or in part as provided in Article G9-1 above, the ARC may procure, upon such terms and in such manner as the ARC may deem appropriate, products or services similar to those so terminated, and the Contractor shall be liable to the ARC for any excess costs for such similar products or services; *Provided*, that the Contractor shall continue the performance of this contract to the extent not terminated under the provisions of Article G9-1 above.

G9-3 Causes Beyond Control of Contractor. Except with respect to defaults of subcontractors, the Contractor shall not be liable for any excess costs if the failure to perform the contract arises out of causes beyond the control and without the fault or negligence of the Contractor. Such causes may include, but are not restricted to, acts of God or of the public enemy, of the Government in its sovereign capacity, acts, of the ARC, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather; but in every case the failure to perform must be beyond the control and without the fault or negligence of the Contractor. If the failure to perform is caused by the default of a subcontractor, and if such default arises out of causes beyond the control of both the Contractor and subcontractor, and without the fault or negligence of either of them, the Contractor shall not be liable for any excess costs for failure to perform, unless the products or services to be furnished by the subcontract were obtainable from other sources in sufficient time to permit the Contractor to meet the required delivery schedule.

G9-4 Completed and Partially Completed Work. If this contract is terminated as provided in Article G9-1 above, the ARC, in addition to any other rights provided in this article, may require the Contractor to transfer title and deliver to the ARC, in the manner and to the extent directed by the ARC, (a) any completed products, and (b) such partially completed products and materials, parts, tools, dies, jigs, fixtures, plans, drawings, information, and contract rights (hereinafter called "contract materials") as the Contractor has specifically produced or specifically acquired for the performance of such part of this contract as has been terminated; and the Contractor shall, upon direction of the ARC, protect and preserve property in possession of the Contractor in which the ARC has an interest. Payment for completed products delivered to and accepted by the ARC shall be at the contract price. Payment for contract materials delivered to and accepted by the ARC and for the protection and preservation of property shall be in the amount agreed upon by the Contractor and ARC; failure to agree to such amount shall be a dispute concerning a question of fact within the meaning of the article of this contract entitled "Disputes." The ARC may withhold from amounts otherwise due the Contractor

for such completed products or contract materials such sum as the ARC determines to be necessary to protect the ARC against loss, because of outstanding liens or claims of former lien holders.

G9-5 Excusable Default. If, after notice of termination of this contract under the provisions of Article G9-1, it is determined for any reason that the Contractor was not in default under the provisions of this article or that the default was excusable under the provisions of this article, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the Termination for Convenience Article.

G9-6 Other Remedies. The rights and remedies of the ARC provided in this article shall not be exclusive and are in addition to any other rights and remedies provided by law or under this contract.

Article G10 Disputes.

G10-1 ARC Contract Review Committee

(ARC-CRC). The ARC-CRC consists of a panel of members or alternatives of the ARC appointed by the ARC Co-Chairman's Committee. (In the absence of such a panel, the Co-Chairman's Committee will serve as the CRC.)

G10-2 Procedure. Except as otherwise provided in this contract, any dispute concerning a question of fact under this contract which is not disposed of by agreement shall be decided by the CRC. This decision shall be reduced to writing and a copy thereof mailed or furnished to the Contractor and shall be final and conclusive unless, within thirty days from the date of receipt of such copy, the Contractor mails or furnishes to the CRC a written request for a review. In connection with any review under this article, the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position on the question and decision under review. The decision of the CRC on the review shall be final and conclusive unless determined by a court of competent jurisdiction to have been fraudulent, or capricious, or arbitrary, or so grossly erroneous as necessarily to imply bad faith, or not supported by substantial evidence. Pending final decision of a dispute hereunder, the Contractor shall proceed diligently with the performance of the contract and in accordance with the CRC's decision.

G10-3 Consideration of Questions of Law. This Disputes Article does not preclude consideration of law questions in connection with decisions provided for in Article G10-2 above; *Provided*, that nothing in this contract shall be construed as making final the decision of any administrative official, representative, or the CRC on a question of law.

Article G11 Equal Employment Opportunity.

During the term of this contract, the Contractor agrees as follows:

G11-1 The Contractor will not discriminate against any employee or applicant for employment because of race, creed, color, sex or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that emp-

loyees are treated during employment, without regard to their race, creed, color, sex or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of this nondiscrimination article.

G11-2 The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, sex or national origin.

G11-3 The Contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice advising the said labor union or workers' representative of the Contractor's commitments under this nondiscrimination article, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

G11-4 The Contractor will comply with all provisions of Executive Orders No. 11246 of September 24, 1965, and No. 11375 of October 17, 1967, and of the rules, regulations and relevant orders of the Secretary of Labor.

G11-5 The Contractor will furnish all information and reports required by Executive Orders No. 11246 and No. 11375, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the ARC and the Secretary for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

G11-6 In the event of the Contractor's noncompliance with the nondiscrimination article of this contract or with any of the said rules, regulations or orders, this contract may be cancelled, terminated, or suspended in whole or in part and the Contractor may be declared ineligible for contracts in accordance with procedures authorized in Executive Orders No. 11246 and No. 11375, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

G11-7 The Contractor will include the provisions of paragraphs G11-1 through G11-7 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the ARC may direct as a means of enforcing such provisions, including sanctions for noncompliance; *Provided*, however, that in the event the Contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the ARC, the Contractor,

may request the United States to enter into such litigation to protect the interests of the United States.

G11-8 In accordance with regulations of the Secretary of Labor, the rules, regulations, orders, instructions, designations, and other directives referred to in Section 403(b) of Executive Order No. 11246 remain in effect and, where applicable, shall be observed in the performance of this contract until revoked or superseded by appropriate authority.

Article G12 Officials Not To Benefit.

No member of Congress, or resident Commissioner, shall be admitted to any share or part of this contract, or to any benefit that may arise therefrom; but this provision shall not be con-

strued to extend to this contract if made with a corporation for its general benefit.

Article G13 Covenant Against Contingent Fees.

The Contractor warrants that no person or selling agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by the Contractor for the purpose of securing business. For breach or violation of this warranty the Commission shall have the right to annul this contract without liability or in its discretion to deduct from the contract price or consideration, or otherwise to recover, the full amount of such commission, percentage, brokerage, or contingent fee.