

Updated Coordinated Transportation Plan for Montgomery County



Adopted March 2009
Addendum December 2015
Adopted by the Montgomery County Legislature



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Table of Contents

Resolution.....	Page 3
Executive Summary.....	Page 5
Background & Purpose of Update.....	Page 7
Introduction	Page 9
Current Service Providers	Page 11
Demographic Analysis	Page 14
Existing Conditions	Page 15
Coordination Efforts	Page 16
Needs Analysis.....	Page 17

**RESOLUTION NO. 299 of 2015****DATED: December 29, 2015**

**RESOLUTION ADOPTING THE UPDATED MONTGOMERY COUNTY COORDINATED
TRANSPORTATION PLAN AND RESCINDING RESOLUTION 95 OF 2009 (ECONOMIC
DEVELOPMENT AND PLANNING)**

Resolution by Legislator: Bieniek**Seconded by: Purtell**

WHEREAS, Resolution 218 of 2007 established the Montgomery County Bus Transportation System and the Montgomery County Transportation Committee; and

WHEREAS, as a recipient of the Federal funding for its Transportation System, Montgomery County is required to adopt a Coordinated Transportation Plan; and

WHEREAS, Resolution 95 of 2009 adopted the Montgomery County Coordinated Transportation Plan; and

WHEREAS, said plan needed to be updated in order to maintain Federal funding for its Transportation System; and

WHEREAS, said updated plan had been drafted and the Montgomery County Transportation Committee has met and reviewed said draft and made recommendation for adoption, and therefore, let it be

RESOLVED, that Resolution 95 of 2009 is hereby rescinded; and

BE IT FURTHER RESOLVED that the updated Montgomery County Coordinated Transportation Plan, as attached hereto, is hereby adopted.

RESOLUTION VOTE, passed with Aye(9). (12/29/2015)

Attachment***Statement of Legislative and Financial Impact:******I. Nature of Request:***

This resolution adopts the updated Coordinated Transportation Plan for Montgomery County.

II. Justification:

Montgomery County is a recipient of federal funding for its Transportation System and is required from time to time to update the Transportation Plan for the County.

III. Legislative Impact:

Pursuant to Article 2 of the Charter the Montgomery County Legislature has the power to exercise all powers of local legislation in relation to enacting, amending or rescinding local laws, Charter laws, legalizing acts or resolutions.

IV. Financial Impact:

None

cc: County Clerk
County Treasurer
Economic Development/Planning Director

STATE OF NEW YORK County of Montgomery ss.:**Voting Record**

Kelly	(R)	Yes
Quackenbush	(D)	Yes
Dimond	(D)	Yes
Weitz	(L)	Yes
Bieniek	(D)	Yes
Duchessi	(D)	Yes
Wheeler	(R)	Yes
Isabel	(D)	Yes
Purtell	(D)	Yes

This is to certify that I, the Undersigned, Clerk Of The Montgomery County Legislature, have compared the foregoing copy of resolution with the original resolution now on file in the office, and which was passed by the Montgomery County Legislature on the 29th day of December, 2015, a majority of all the members elected to the Legislature voting in favor thereof, and that the same is a correct and true transcript of such original resolution and of the whole thereof.

IN WITNESS WHEREOF, I have set my hand and the official seal of the Montgomery County Legislature this 12th day of January, 2016

Totals:	Aye:	9
	Nay:	0
	Abstained:	0
	Absent:	0

**County Executive took no action on this resolution.
This resolution was enacted on 1/9/2016**

EXECUTIVE SUMMARY

A “Locally Developed, Coordinated Public Transit-Human Services Transportation Plan” is a plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

Under the provisions of federal surface transportation legislation, the establishment of a “locally developed, coordinated public transit-human services transportation plan” is required for several FTA programs for underserved populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (Section 5317).

The provisions of a coordinated plan aim to improve transportation services for persons with disabilities, older Americans, and individuals with lower incomes. The provisions ensure that communities coordinate transportation resources provided through multiple Federal programs. A coordinated plan for human services transportation enhances transportation access, minimizes duplication of Federal services, and encourages the most cost-effective transportation possible. The following FTA programs are described herein.

ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES PROGRAM (SECTION 5310)

FTA formula program for public transportation capital projects planned, designed, and carried out to meet the special needs of elderly individuals and individuals with disabilities. (49 U.S.C. 5310)

The purpose of the program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent population beyond traditional public transportation services and Americans with Disabilities Act (ADA) Complementary Para transit services.

Eligible projects are:

- Public transportation projects planned, designed and carried out to meet special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate or unavailable;
- Public transportation projects that exceed the requirements of ADA;
- Public transportation projects that improve access to fixed route service and decrease reliance on complementary Para transit;

- Alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation.

FORMULA GRANTS FOR OTHER THAN URBANIZED AREAS (5311)

FTA formula program for projects relating to public transportation initiatives in rural areas where population is less than 50,000 people. The goal of the program is to enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation, while also assisting in the maintenance, development, improvement, and use of public transportation systems.

JOBS ACCESS REVERSE COMMUTE (5316)

FTA formula program for projects relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. Additionally, to a public transportation project designed to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

NEW FREEDOM PROGRAM (SECTION 5317)

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

BACKGROUND & PURPOSE OF UPDATE

Federal Requirement SAFETEA-LU

The current federal transportation legislation, The Safe, Affordable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), expired September 2009 and has been continuing under a number of federal extensions until a new federal transportation bill is enacted. Under SAFETEA-LU, both Job Access Reverse Commute (JARC) and New Freedom (NF) programs require a comprehensive planning and coordinated process that includes transportation planning agencies, public and private transportation providers, non-profit transportation providers, human services providers, other government agencies that administer programs such as Temporary Assistance for Needy Families, Workforce Innovation and Opportunity Act of 2014, and Agency on Aging programs, and participation by the public. The planning process should also include other stakeholders. Also, the Federal Transit Administration (FTA) requires an update to the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) every four years.

Moving Ahead for Progress in the 21st Century (MAP-21)

On July 6, 2012, a new two-year transportation authorization bill was signed into law, MAP-21, which took effect October 1, 2012, MAP-21 consolidates certain transit programs to improve their efficiency and provides significant funding increases specifically for improving the state of good repair of the nation's transit systems.

Under MAP-21, the formula programs the Urbanized Area (Section 5307) and Rural (Section 5311) will now allow funding to be used for activities that were eligible under the Job Access and Reverse Commute Program. The JARC program will no longer be a standalone program, but will be folded into these two programs. Also, the Elderly and Disabled Program (Section 5310) merges with the New Freedom Program (Section 5317), and funding formulas are modified in light of new eligibilities and program features.

Locally Developed Plan

FTA recommends five key elements in the coordinated plan: 1) an assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes; 2) an inventory of available services that identifies areas of redundant services and gaps in services; 3) strategies to address the identified gaps in services; 4) identification of coordination actions to eliminate or reduce

duplication of services and strategies for more efficient utilization of resources; and
5) prioritization of implementation strategies.

The goals of the past and updated Coordinated Transportation Plan are to:

1. Document past regional transit and human services transportation coordination efforts;
2. Inventory current transportation services and identify areas of redundant services and gaps in services;
3. Identify transportation needs and gaps of individuals with disabilities, older adults, and persons with limited incomes;
4. Develop realistic strategies that address the gaps and needs in transportation service for the target populations;
5. Identify coordination actions to eliminate or reduce duplication of services and develop strategies for more efficient and effective utilization of resources.

INTRODUCTION

Montgomery County has initiated the development of an updated coordinated plan, which is designed to be a collaborative effort involving the County and member agencies representing public, private & human service transportation service providers. The County has received ongoing input on development of the Montgomery County Coordinated Transportation Plan adopted by the Montgomery County Board of Supervisors on April 28, 2009, and has incorporated transportation issues from its Transportation Committee into this updated plan.

Montgomery County has worked in collaboration with the public, private, & human service agencies to respond to federal surface transportation legislative requirements, which were adopted into law. The County's Transportation Committee, has met to work together in this coordinated plan. For simplicity sake, the term Montgomery County Transportation Plan (MCTP) will be used to describe this document and Montgomery County Transportation Committee (MCTC) will be used to describe this group.

The purpose of the MCTP is to help improve transportation services for persons with disabilities, older adults, and individuals with lower incomes within Montgomery County in order to provide a more effective and comprehensive public transportation service throughout the County. The MCTP provides a framework for the development of transportation projects, which address the needs of the target population. By preparing this plan the MCTC and its human service agencies can ensure the continuation of funding resources offered through various Federal Transit Administration (FTA) programs. The end result of this plan will be a Montgomery County mobility program, which offers a wide range of mobility options to both the public and private sectors, while ensuring efficient and effective use of community resources. This structure will become a part of this area's ongoing Mobility Program, which will include all federally funded transportation projects involving New Freedom (Section 5317) funding, Elderly and Individuals with Disabilities (Section 5310) funding into a cohesive structure. Also part of the outreach efforts by the County will be to identify other initiatives throughout the community that are focused on coordinating transportation resources such as: collaborative planning, shared maintenance opportunities, group fuel purchasing, etc. The ultimate goal is to utilize transportation resources in a more efficient manner, which will result in enhanced access for clients, minimized duplication of service, and more cost-effective service. The coordination process includes the identification of gaps in transportation service, based on a demographic and demand assessment profile, and to fill those gaps with appropriate transportation projects/services. The plan will include a mechanism for ongoing continuing control over the mobility program to assure compliance is maintained and funding continues to be attainable. The idea is to gradually build a coordinated, cohesive mobility system that can be used by all who wish access. The plan is intended to be

flexible with an “OPEN DOOR” policy allowing agencies the comfort and convenience to join at any time.

CURRENT SERVICE PROVIDERS

MONTGOMERY COUNTY AREA XPRESS (MAX)

Funding: Federal 5311, STOA and Farebox

Service Area: County of Montgomery

Service Type: Fixed Route Transportation with ¾ mile deviation

Days and Hours of Service: 5:00 am to 5:00 pm – Monday thru Friday

Coordinated Transportation: Montgomery County DSS, Amsterdam Community Transit, Brown Coach Commuter Transportation, FMCC

Fleet Composition: 2 28 seat, HC accessible buses

Annual One-Way Trips: 4,250

MONTGOMERY COUNTY/BROWN COACH COMMUTER TRANSPORTATION

Funding: Federal 5311, STOA, and Farebox

Service Area: Commuter Service from Montgomery County to the Greater Albany Area

Service Type: Fixed Route Public Transportation

Days and Hours of Service: 6:00 am to 6:00 pm Monday thru Friday

Coordinated Transportation: Montgomery Area Xpress

Fleet Composition: 2 MCI Coaches

Annual One-Way Trips: 25,063

AMSTERDAM COMMUNITY TRANSIT

Funding: Federal 5311, STOA, Farebox, Exterior Advertising

Service Area: City & Town of Amsterdam, Fonda, Wolf Rd, DOT & NY State Campus

Service Type: Route deviation public transportation service with ¾ mile deviation for those individuals who cannot get to a stop. Route deviation service is door to door (if navigable) and must be scheduled 24 hours in advance.

Days and Hours of Service: 5:30 am to 6:00 pm Monday thru Friday

Coordinated Transportation: Montgomery County DSS, Gloversville Transit, Montgomery Area Xpress

Fleet Composition: (2) - 24Pax buses; (2) - 20Pax buses; (2) - 18Pax buses. All vehicles are ADA accessible

Annual One-Way Trips: 39,755

LIBERTY – Montgomery County Chapter - NYSARC

Funding: Federal 5310

Service Area: Montgomery County

Service Type: Specialized Transportation/Paratransit for clients with disabilities to and from their homes to various grant programs located within Montgomery County

Days and Hours of Service: 6:00 am to 5:30 pm Monday thru Friday

Fleet Composition: 7 Buses

Annual One-Way Trips: 30,531

GLOVERSVILLE TRANSIT

Funding: Federal 5311, STOA, Farebox, Exterior Advertising, Contracted Services with other agencies.

Service Area: Cities of Groversville, Johnstown and Amsterdam. Fulton and Montgomery Counties.

Service Type:

- Fixed Routes-GTS operates 2 fixed routes One route that travels around the City of Groversville M-F from 6AM to 6PM and from 9AM to 4PM on Saturdays. The other fixed route leaves Groversville, travels to Johnstown, travels to the industrial parks and to Fulton-Montgomery Community College.
- Groversville Transit has a deviation route that travels from Groversville to Amsterdam four times per day M-F. Paratransit Service-A curb to curb service offered to individuals with a disability that prevent them from accessing GTS's regular fixed route service. Individuals determined to be eligible may schedule trips for any purpose.
- Demand response service is also available with 24 hr notice.

Days and Hours of Service: Monday-Friday 6am-6pm, 2 fixed route and all Paratransit Services are offered Saturday from 9am – 1:00pm

Coordinated Transportation: Fulton County DSS, VESID, FMCC, Saint Mary's Hospital and Medicaid.

Fleet Composition: 8 buses

Annual One-Way Trips: 66,634

FULMONT COMMUNITY ACTION AGENCY

Funding: Federal 5310

Service Area: Fulton and Montgomery Counties

Service Type: Highly Specialized Transportation, which is provided to clients to from various organizational programs

Days and Hours of Service: 8:00 am to 5:00 pm Monday thru Friday

Coordinated Transportation: N/A

Fleet Composition: 2 Buses

Annual One-Way Trips: 6,439

Funding: Federal /State Medicaid, General Services

Service Area: Montgomery County recipients are taken to limited medical appointments within Montgomery County and many other outlying areas where medical appointments are necessary.

Service Type: Specialized Transportation Services provided for Montgomery County DSS clients for participation in many programs which include education, training, employment, non-emergency medical, adult services, child services, foster care.

The most notable change in our transportation services happened in 2012 when the State contracted with Medical Answering Services (MAS) based in Syracuse to manage and provide Medicaid transportation for clients. This was an early action item in the Governor's Medicaid Redesign plan and currently most NY counties are now under this contract. We still provide limited Medicaid transportation but mainly for Adult and Children Services, such as Adult Protective and Foster Care.

Days and Hours of Service: 6:00am to 6:00pm, Monday through Friday

Coordinated Transportation: Montgomery Area Express, Amsterdam Community Transit, Access, Sheriff's Office

Fleet Composition: 3 Vans, 3 Cars

Annual One-Way Trips: Not available

MONTGOMERY COUNTY VETERANS SERVICE AGENCY

Funding: Montgomery County

Service Area: Montgomery County residents to Albany VA

Service Type: Services for Montgomery County Veterans

Days and Hours of Service: Monday – Friday, 6:00am – 5:00pm

Coordinated Transportation: Offer transportation assistance to Fulton County Veterans Service Agency

Fleet Composition: 2 Vans, 1 wheelchair accessible bus

Annual One-Way Trips: 1,700

DEMOGRAPHIC ANALYSIS

TABLE 1: Population

	Total Population (2013 census estimated)	Total Population (2010 Census)	Total Population (2000 Census)
City of Amsterdam	18,206	18,627	18,355
Montgomery County	49,779	50,236	49,708

Source: 2010 US Census

The City of Amsterdam and surrounding Montgomery County reflect a population increase from 2000 to 2010. The City and County are currently undergoing an extensive revitalization and strategically relocating businesses to the area. Although housing prices seem to be holding at lower rates than surrounding areas, this trend could reverse due to the proximity of Amsterdam to the Capital District, the low cost of housing and the rural character of the area.

TABLE 2: Senior Population

	Age 65 and Over (2010)	Age 65 and Over (2000)	% Age 65 and Over (2010)	U.S. Average (2000)
City of Amsterdam	2,943	4,074	15.8%	14.1%
Montgomery County	8,690	9,537	17.3%	14.1%

Source: 2010 US Census

TABLE 3: Poverty and Housing

	% Families Below Poverty Level (2010)	% US Families Below Poverty Level (2010)	Median Housing Value	US Median Housing Value
City of Amsterdam	23.5%	14.5%	\$96,500	\$176,700
Montgomery County	18.3%	14.5%	\$101,200	\$176,700

Source: 2010 US Census

TABLE 4: Labor and Income

	% In Labor Force (2010)	% US In Labor Force (2010)	Median Household Income	US Median Household Income	Mean Travel Time to Work
City of Amsterdam	54.8%	65.2%	\$37,823	\$53,046	21.0
Montgomery County	59.2%	65.2%	\$44,156	\$53,046	23.3

Source: 2010 US Census

EXISTING CONDITIONS

Public transportation service in Montgomery County has historically been limited to Commuter Service from the County to the City of Albany, and Transit Service in the City of Amsterdam, which also has a Commuter component to the major Albany employment centers. Beginning in 2008 a new, intra county service, called the Montgomery Area Xpress or MAX began service on the Route 5 and 5S corridor – a major east-west corridor in the County, which links the various hamlets and villages along this route to the City of Amsterdam and beyond. The new service targets employees working at large manufacturing and warehousing centers along this route.

Montgomery County is a host to a wide variety of employers, which are in the health and human services, manufacturing, distribution and local government sectors of the economy. The largest employers in Montgomery County are listed below:

TABLE 5: Montgomery County Employers

NAME OF EMPLOYER	NUMBER OF EMPLOYEES		
	Full Time	Part Time	Total
Top Employers 2015			
St. Mary's Hospital	1261	186	1447
Kasson Keller Keymark	715	0	715
Liberty Enterprises	675	0	675
Target Distribution	567	95	662
Greater Amsterdam School District	520	0	520
Amsterdam Printing & Litho	363	13	376
Montgomery County	388	0	388
Beech Nut Nutrition	276	N/A	276
HFM BOCES	335	N/A	335
Richardson Brands Company	175	2	177
Fort Plain School District	140	10	150
Power Pallet	188	N/A	188
Hill & Markes	161	N/A	161

Source: Montgomery County Business Development Center

COORDINATION EFFORTS

Montgomery Area Xpress and Amsterdam Community Transit are currently working closely with Montgomery County DSS to be a major provider of transportation to its clients.

Montgomery Area Xpress is coordinating with Gloversville Transit to provide route access for Montgomery County residents to the Johnstown Industrial Park and Fulton-Montgomery Community College (FMCC). Preliminary discussion regarding possible CDTA service in Fulton-Montgomery Counties is underway

Facilitated discussions have taken place over the course of the past year within Montgomery County and now with Fulton County involving agencies that provide some form of mobility to County residents, such as the Mental Health Department at St. Mary's Hospital, the FMCC Bridge Program, and others.

The current Montgomery County Transportation Committee is comprised of representatives from the following:

- New York State Education Department – Access-VR
- FMS Workforce Development Board, Inc.
- Montgomery County Mental Health
- Liberty – Montgomery County NYSARC Chapter
- Amsterdam Community Transit
- Montgomery County Office for the Aging
- Montgomery County DSS
- Brown Coach, Inc.
- Citizen Advocate
- FulMont Community Action Agency
- Fulton Montgomery Community College
- Gloversville Transit
- City of Amsterdam
- Montgomery County Legislature
- Resource Center for Independent Living
- St. Mary's Hospital
- Montgomery County Chamber of Commerce
- Montgomery County Veterans Service Agency

NEEDS ANALYSIS

The following points have been identified by various County transportation users and providers as achievable opportunities for coordinating transportation:

- The Montgomery Area Express will coordinate with Amsterdam Community Transit and the Montgomery County Commuter Run at a hub in Fonda. In this manner, County and City buses can transfer riders at a single point of contact throughout Montgomery County and well as Fulton-Montgomery Community College and the Capital Region. Duplication can be avoided between all providers while increasing transit service efficiency and reducing local tax dollars.;
- Both Amsterdam Community Transit and Montgomery County Area Xpress have been working to meet the needs of Montgomery County Department of Social Services (DSS) clients by providing rides to and from the DSS building in Fonda as well as employment, education, training and medical appointment coordination;
- Future coordination with the Gloversville Transit System (GTS) in Fonda has also been discussed. Transit Manager Bill Walrath is eager to work with providers in Montgomery County to eventually offer a seamless regional system;
- Expanding service to Johnstown Industrial Park;
- Increasing the number of bus routes;
- Working with all providers that have vehicles and employ drivers to determine the rules and regulations of their transport services and whether or not their runs can be better coordinated with public transportation;
- Extending the hours of service, especially in the evening, possibly on the weekend;
- Increase access to the City of Amsterdam for western area residents; and
- Making the necessary vehicle investments, thus minimizing service interruption due to maintenance and repair times, to ensure continuity of dependable service to individuals with disabilities and to the elderly.



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