

JEFFERSON COUNTY COORDINATED TRANSPORTATION PLAN

Adopted _____
Jefferson County, New York

DRAFT

Jefferson County Coordinated Transportation Plan for Mobility Services

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DEFINITIONS

Section 5311: The Federal Section 5311 Program provides capital, planning, and operating funds to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.

Section 5310: The Federal Section 5310 Program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

Section 5307: The Federal Section 5307 Program provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.

Section 5339: The Federal Section 5339 Program provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.

STOA: The New York State Department of Transportation distributes about \$3.0 billion annually in **Statewide Mass Transportation Operating Assistance (STOA)** to approximately 130 transit operators. Over the past five years, statewide ridership has increased by about 13%; it is estimated more than 70% of these trips are work-related.

MEP: Modernization and Enhancement Program (MEP) is administered by the New York State Department of Transportation, the Public Transportation Modernization and Enhancement Program and apportions \$61.4 million in state funding to Counties, Cities, and regional authorities to upgrade and enhance public transportation services.

SES: The New York State Office for People with Developmental Disabilities offers **Supportive Employment Services (SES) Funds** to support the needs of individuals to obtain and maintain paid competitive jobs in the community.

MAS: Medical Answering Services (MAS) currently manages Medicaid transportation for NYSDOH includes approximately 5,100,000 Medicaid enrollees, thousands of medical practitioners and over a thousand transportation providers throughout NYS. MAS takes a team approach including assigning regional Medicaid administrators, assistant regional Medicaid administrators, field liaisons, bus pass and mileage reimbursement administrators, as well as commercial travel and quality assurance staff directly to each region and to specific counties within each region it manages. MAS works closely with medical practitioners and transportation providers to ensure Medicaid enrollees are provided courteous and professional transportation.

FMLM: First Mile Last Mile (FMLM) is an effort proposed to address the needs of the community and increase access. Jefferson County will develop and implement a shared ride program to increase ridership in the public transit system. This provides a feeder service that allows connectivity at the first and last miles in conjunction with existing and future transportation routes.

Mobility Management: Management and delivery of coordinated transportation services to customers, including older adults, people with disabilities, and individuals with lower incomes. Mobility managers serve as policy coordinators, operations service brokers, and customer travel navigators.

INTRODUCTION

Jefferson County's Coordinated Transportation Plan for Mobility Services was prepared to identify cost-effective approaches to address public transportation gaps; minimize the duplication of transportation services; and help improve the coordination of transportation services for persons with disabilities, older residents, college students and Jefferson County residents seeking access to employment, education, medical appointments, food sources, recreation and social destinations.

The Jefferson County Coordinated Transportation Plan (hereafter referred to as the Plan) has been developed to comply with the regulations of the Federal Transportation Administration Fixing America's Surface Transportation (FAST) Act. This bill replaces the former Moving Ahead for Progress in the 21st Century Act (MAP-21) and before that Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LUs) mandate. FAST mandates that projects for specific Federal Transit Administration (FTA) programs be derived from a "locally developed, coordinated public transit-human services transportation plan." The FTA programs the Plan addresses are:

- **Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310)** Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.
- **Formula Grants for Rural Areas (Section 5311)** Provides capital, planning, and operating funds to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.
- **Urbanized Area Formula Grants (Section 5307)** Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
- **Capital Investment Grants (Section 5309)** FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, this discretionary grant program is unlike most others in government. Instead of an annual call for applications and selection of awardees, the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.
- **FTA Grant Programs** Other programs are available, based on community need and funding availability.

- **SES Grant Funding** The New York State Office for People with Developmental Disabilities offers Supportive Employment Services (SES) funds to support the needs of the individuals to obtain and maintain paid competitive jobs in the community.
- **MEP Grant Funding** Administered by the New York State Department of Transportation (NYSDOT). Eligible activities include any Federal Transit Administration (FTA) activity, meeting the minimum service life threshold, including vehicle rehabilitation and/or replacement, fleet enhancement, deployment of new technologies and passenger amenities and maintenance facilities. Rolling stock projects must be eligible for assistance under the Statewide Mass Transportation Operating Assistance (STOA) Program.
- **STOA Funding** provides operating monies to transit agencies and authorities based on vehicle miles and passenger revenue service.

The Plan:

- Includes socio-economic data to help assess the transportation needs of individuals with disabilities, older adults, minorities, college students, underserved populations, and persons with limited incomes.
- Inventories of existing services to determine whether redundant transportation services exist and to identify gaps in service.
- Identifies goals and actions to address gaps in services; eliminate or reduce the duplication of services; and for more efficient utilization of resources.
- Describes how these goals and strategies will be prioritized to improve public transit services.

The recommendations that follow are intended to: enhance transportation access for the community and provide more cost-effective service. This Plan also prioritizes how federal and state public transportation resources will be utilized by the Metropolitan Planning Organization, City of Watertown, Jefferson County and third-party vendors. The Plan will include adjustment to the CitiBus fixed route system to extend services. The extension of services would allow for a County-Wide Public Transportation System to be developed in Jefferson County. With additional services such as FMLM and Rides to Recovery, the enhancement of the CitiBus system and a county-wide transportation system would greatly enhance the well-being of the Jefferson County population and surrounding areas by adding ease of access to essential life needs such as medical, education, employment and food sources.

NEEDS ASSESSMENT

Service Area

Jefferson County is located in the northern tier of New York State at the juncture of Lake Ontario and the St. Lawrence River. The County borders Lake Ontario and the St. Lawrence River on the west and north, respectively. To the northeast is St. Lawrence County; to the east, Lewis County; and south, Oswego County. Jefferson County is also located directly south of the Province of Ontario, Canada. The largest nearby U.S. population center is Syracuse, New York, located 70 miles to the south.

The population of the County is generally well-distributed among 22 municipalities and the City of Watertown. The largest population centers are the City of Watertown and the Town of LeRay.

The Town of LeRay includes a portion of Fort Drum. Fort Drum is home to more than 15,896 soldiers and family members of the 10th Mountain Division (Light Infantry). Fort Drum is the largest Army installation in the Northeast. The City of Watertown is centrally located, with no part of the County being over 28 miles, by radius, away from the City. Major U.S. and Canadian cities, such as Buffalo, Albany, Scranton, Montreal, Toronto and Ottawa are located within a 250-mile radius of Watertown.

In addition, the county is home to Jefferson Community College and Jefferson Lewis BOCES.

DEMOGRAPHIC AND ECONOMIC ANALYSIS

Population Trends

The total population for Jefferson County, according to the 2020 United State Census, is 116,721 people. The population of the County is distributed among 22 towns, 20 incorporated villages and one city. The City of Watertown has an estimated population of 24,685 and is centrally located within the County, with no part over 28 miles away. Watertown is the major population, commercial and industrial center of the county.

Jefferson County shares a border with Canada; the cities of Kingston, Ontario and Gananoque, Ontario are 33.4 miles and 15 miles by mainland, respectively.

Fort Drum is located nine miles east of Watertown, and is home to more than 31,000 soldiers, family members and civilian employees of the 10th Mountain Division (Light Infantry) and its supporting tenants. Fort Drum occupies 107,265 acres in Jefferson County and stretches across the Towns of LeRay, Philadelphia, Antwerp and Wilna. Fort Drum is partially located in the Town of Diana in Lewis County and is the largest Army installation in the Northeast.

The County's largest town is the Town of LeRay, with a population of 25,574 people. This relatively large population is attributed to the presence of the Army base at Fort Drum located mainly in the Town of LeRay. The City of Watertown is another population base with a 2020 population of 24,685. The village of Carthage has the highest population among the 19 villages at 3,573. Adjacent to Carthage is the village of West Carthage with a population of 1,780. This gives the combined villages a concentrated population base of 5,353, the largest of the 19 villages. All other villages are fairly small, with fewer people per square mile.

Major U.S. and Canadian cities, such as Buffalo, Albany, Scranton, Montreal, Toronto and Ottawa are located within a 250-mile radius of Watertown.

Demographic characteristics have a direct impact on the demand for public transportation and mobility services. In particular, the location and concentration of individuals who are more likely than the general public to use public transportation need to be quantified in order to appropriately prioritize transportation resources. These individuals tend to be older adults, persons with disabilities, persons with low incomes, limited English speakers, and those who do not have access to an automobile. Data for this analysis is primarily drawn from the 2016 American Community Survey 5-year estimates.

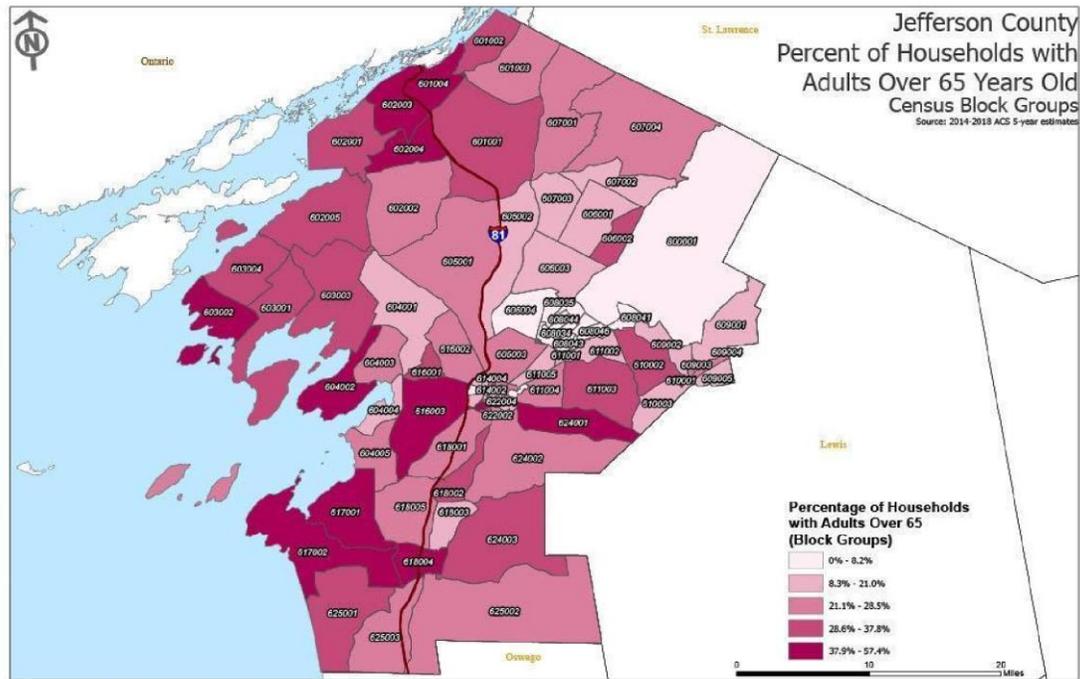
Senior Concentration



Older adults typically use public transportation more frequently than the general population. Seniors often exhibit higher demand for transit as they become less capable or willing to drive themselves, or can no longer afford to own a car on a fixed income.

Older adults who live in the study area are concentrated similarly to those with disabilities, with older adults choosing to live in the city and village centers rather than in the rural areas. Watertown again has a higher proportion of older adults than other areas in the region.

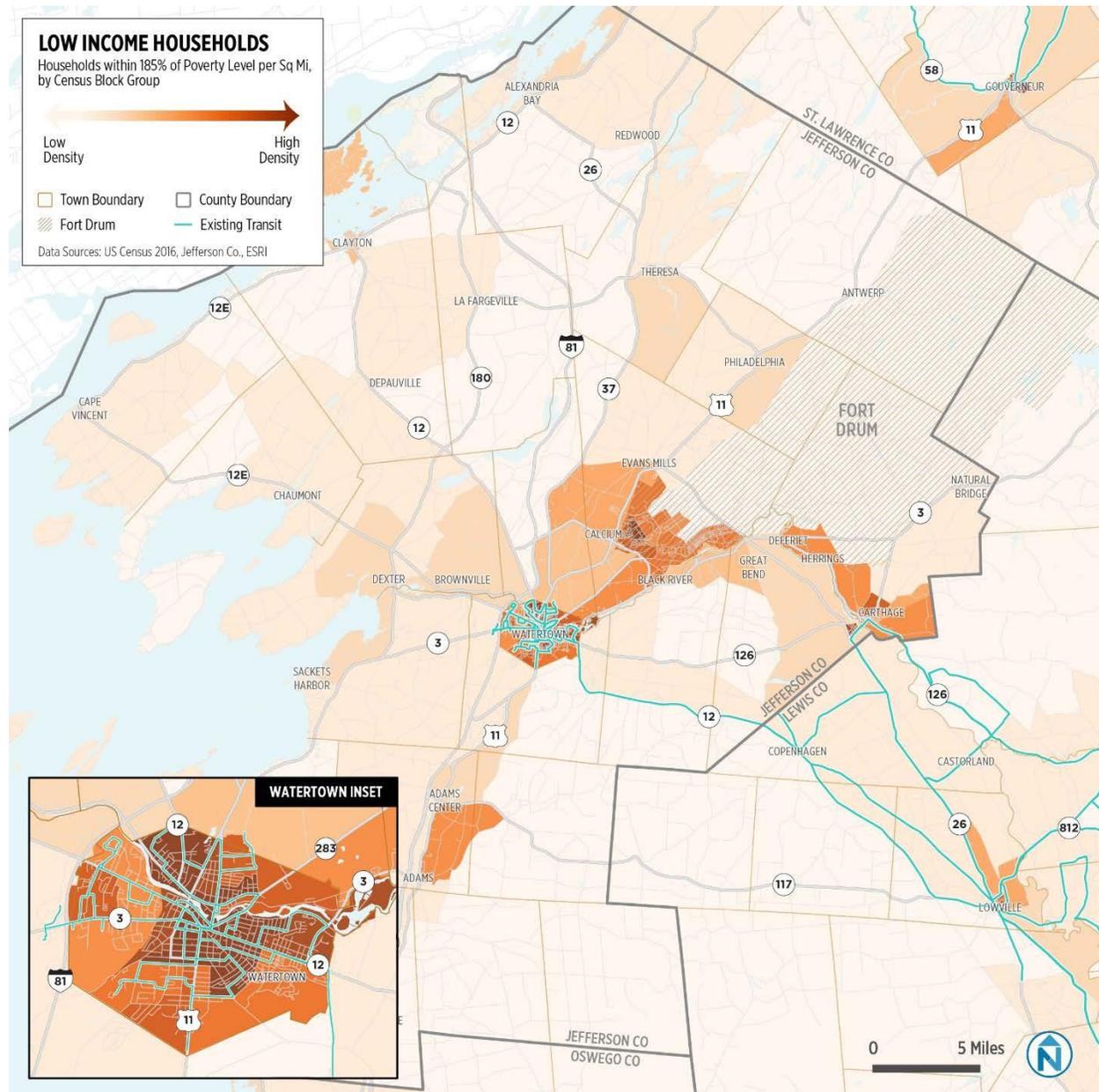
Percentage of Households with Adults Over 65 Years Old



The map above obtained from the City of Watertown 2020 Fair Housing Analysis shows the majority of our senior population (65+) is very dense in the outer lying areas of the City of Watertown, including the Towns of Adams, Alexandria, Brownville, Cape Vincent, Champion and Henderson.

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Low-Income Households



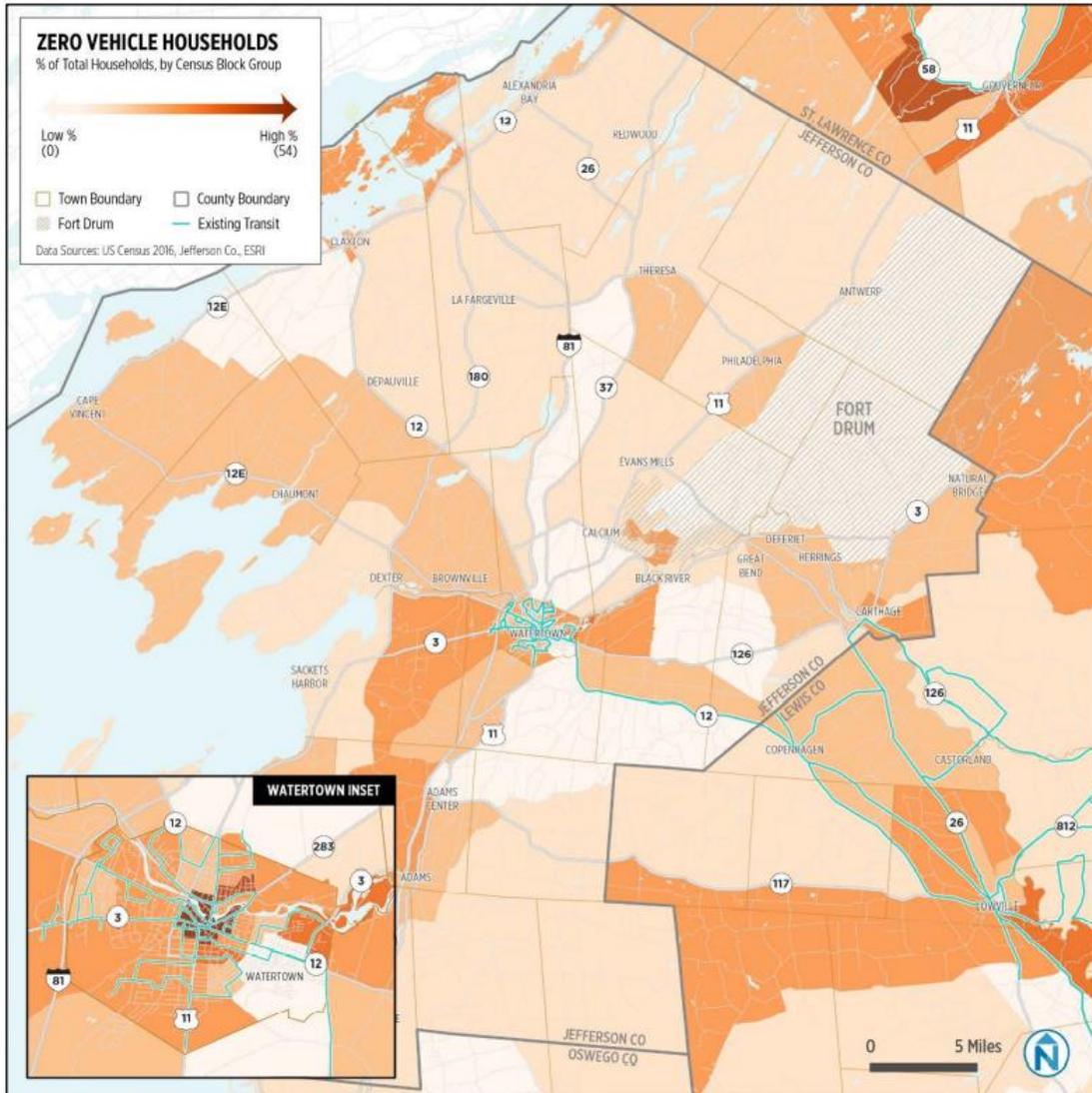
Households are classified as low-income if they earn up to 185% of the federal poverty threshold, which is the income eligibility criteria for various social service programs in New York. For a four-person household, this equates to annual income of just over \$46,000.

The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who classifies as impoverished. If a family's total income is less than the family's threshold, then the family and every individual in it is considered to be living in poverty.

The highest densities of these populations are found in the City of Watertown, on Fort Drum and in the Villages of Carthage, Lowville and Gouverneur, representing an overlap between low-income households and other transit dependency factors described above.

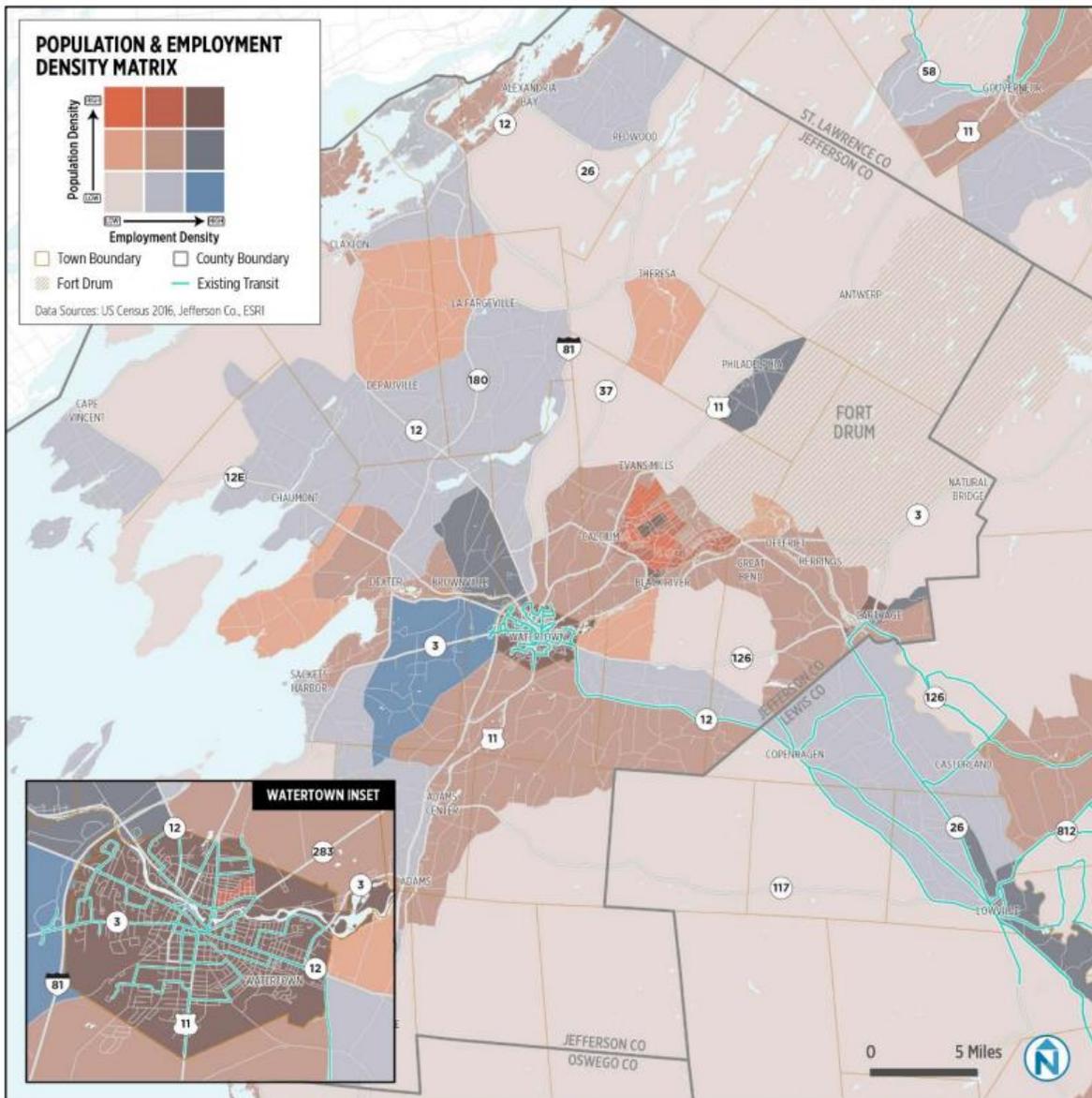
Limited English proficiency correlates closely to income and can be another indicator of a household's relative dependency on transit. Significantly less than 1% of households within the study area identified as limited English-speaking households.

Zero Vehicle Household Concentration



One of the most influential indicators of transit demand is whether a household has access to a personal vehicle. This indicator may represent households without the economic means of owning a vehicle, households that choose not to own a car, or individuals who are unable to drive. 8.9% of household in the Jefferson County outside the City of Watertown are without a personal vehicle. Roughly half of the households within the census block groups corresponding to Downtown Watertown do not have access to a private vehicle, the highest levels found in the study area.

Population and Employment Density



The highest levels of population density are located in the City of Watertown, in the Villages of Carthage, Lowville and Gouverneur, as well as within Fort Drum. The highest levels of employment density are seen within the city; in the commercial and industrial areas immediately west of the city; in Philadelphia coinciding with Indian River Central School District facilities; in Lowville; in Carthage; and at Fort Drum.

Transportation as a Limiting Factor in Employment Search

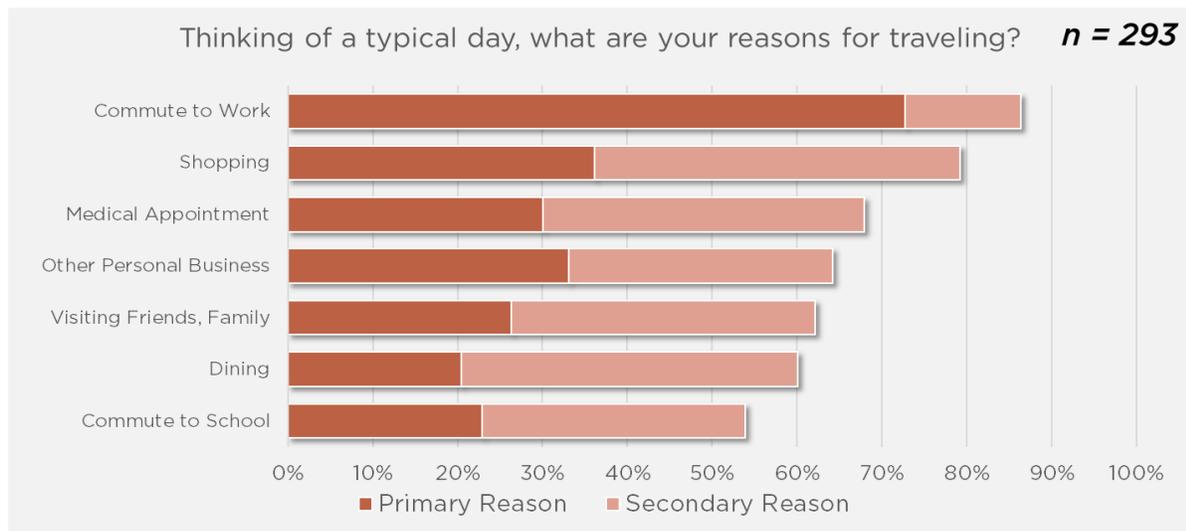


Major Area Employers

Employer	Address	Employees
Fort Drum	Fort Drum	14,998
Samaritan Medical Center	Watertown	2,453
New York State	Various	1,921
Jefferson County	Various	790
Jefferson Rehabilitation Center	Watertown	557
Jefferson-Lewis BOCES	Watertown	535
Watertown City School District	Watertown	417
Carthage Area Hospital	Carthage	384
City of Watertown	Watertown	397
Jefferson Community College	Watertown	253
Johnson Newspaper Corporation	Watertown	222
Watertown Family YMCA	Watertown	239
National Grid	Watertown	207

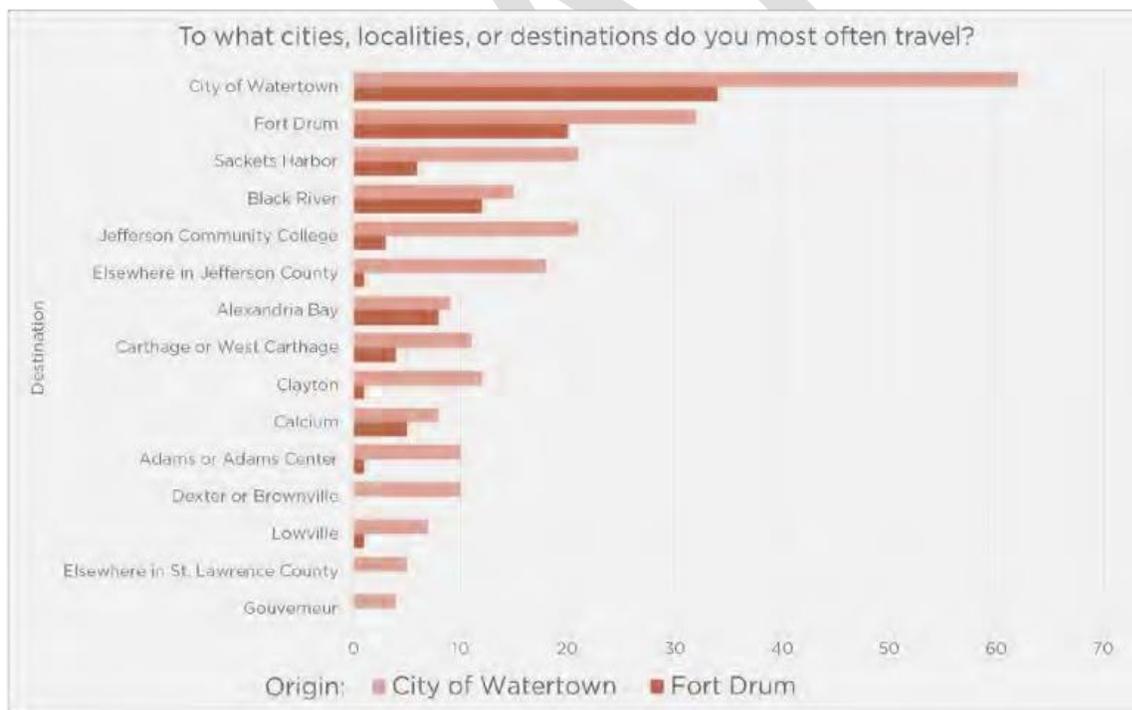
Source: Jefferson County Economic Development website: <https://www.jcida.com/strategic-advantages/largest-employers/>

Reasons for Travel



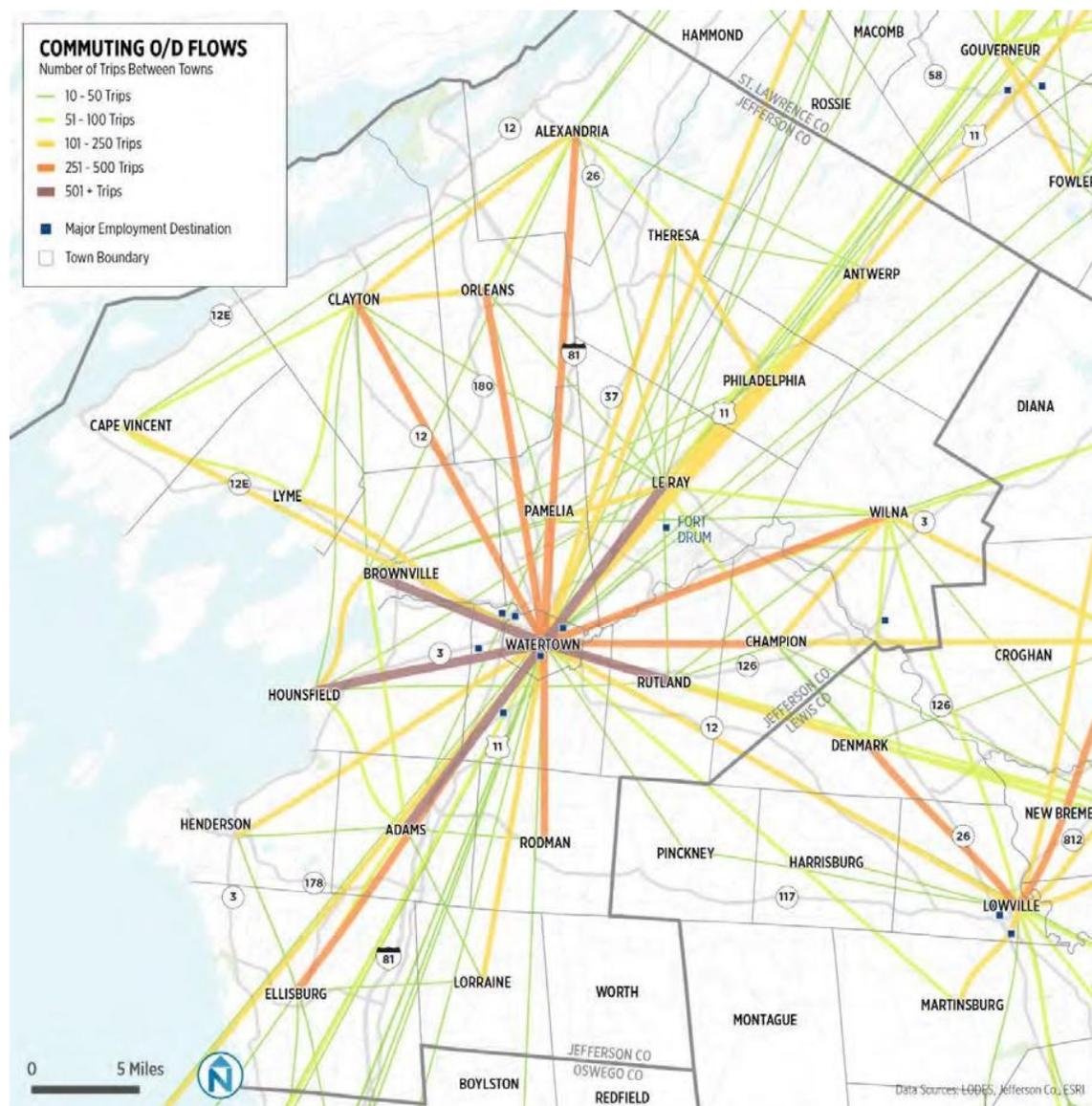
Over 70% of survey respondents indicated their commute to work was a primary reason for traveling. The most common secondary reason chosen were shopping trips.

Travel Destinations



Among the respondents who live in the two major regional centers, the City of Watertown is the most popular destination. This includes trips that both begin and end within the city. Fort Drum is the second most popular destination for both groups. This supports an emphasis on corridors linking the city and Fort Drum to villages and towns in rural Jefferson County.

Commute Travel Patterns



According to U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) data, a large majority of Jefferson County residents work within the county (71%). Relatively few travel to Lewis (1.6%) and St. Lawrence (3.2%) Counties for work.

Conversely, 27% of workers residing in Lowville work in Jefferson County; over one-third of these in the City of Watertown. Far fewer Gouverneur-based employees work in Jefferson County (13%), while less than one-quarter of those are commuting to Watertown.

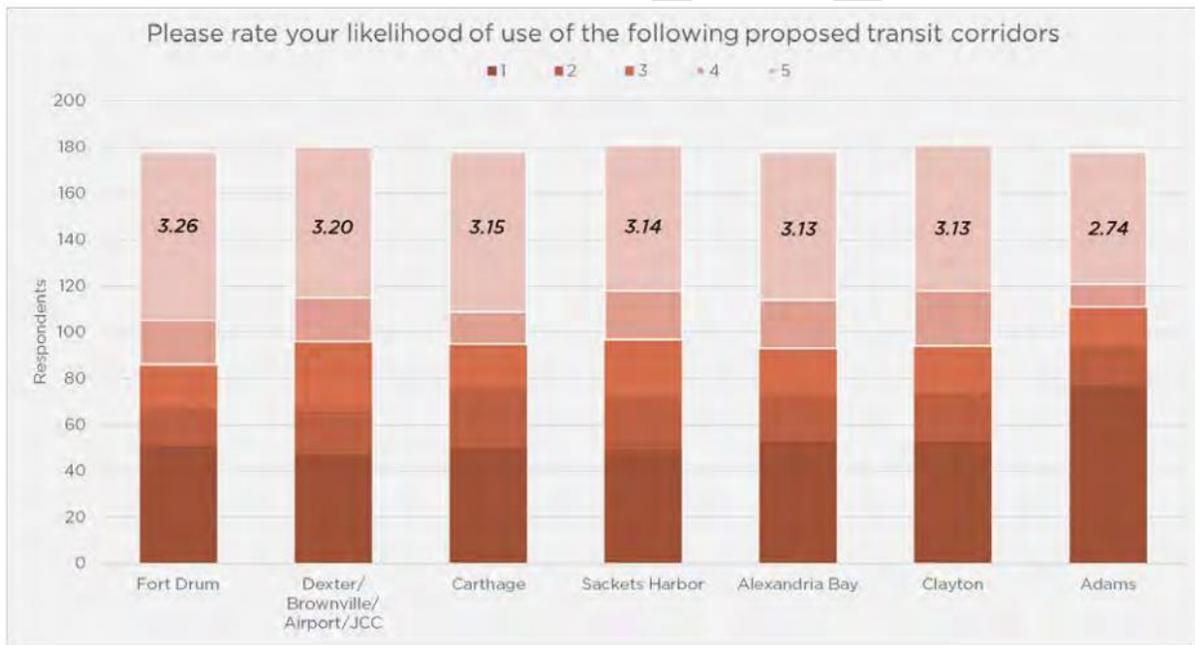
The largest concentrations of commuters to Jefferson County coming from outside of the County travel from Lowville, Croghan and Denmark.

The concentration of commuters from outer lying lake and river communities such as Alexandria Bay, Clayton, Sackets Harbor and Henderson Harbor are seen during the warmer vacation months from Memorial Day weekend through Labor Day.

PROPOSED CORRIDORS SURVEYS

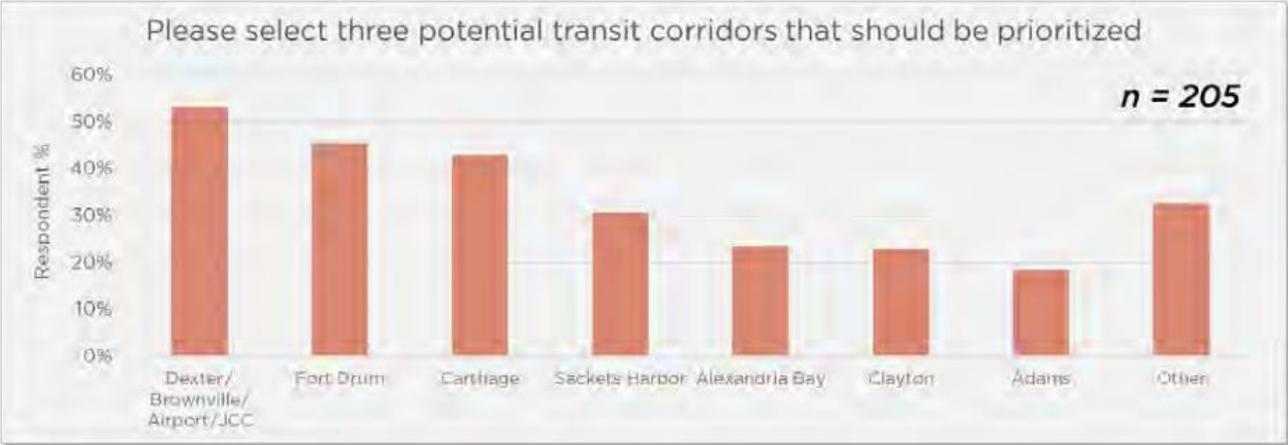
When presented with written descriptions of many of the proposed corridors evaluated in the Nelson Nygaard Report prepared for the Watertown-Jefferson County Area Transportation Council in August of 2019, respondents were asked to rate their interest and likelihood of use of those corridors on a scale of 1 to 5. Average scores all appear in a narrow range and the highest rating is given to most corridors fairly equally. Average ratings are included in updated route profiles. Some corridors were included in the analysis due to discussions with stakeholder groups after the survey was opened to the public and do not have a corresponding rating.

Reported Likelihood of Transit Corridor Use Survey 1



When asked to prioritize just three potential transit corridors, including not explicitly listed in the survey, over 40% of respondents listed the Dexter/Brownville/Airport/JCC, Fort Drum and Carthage corridors as the highest priorities.

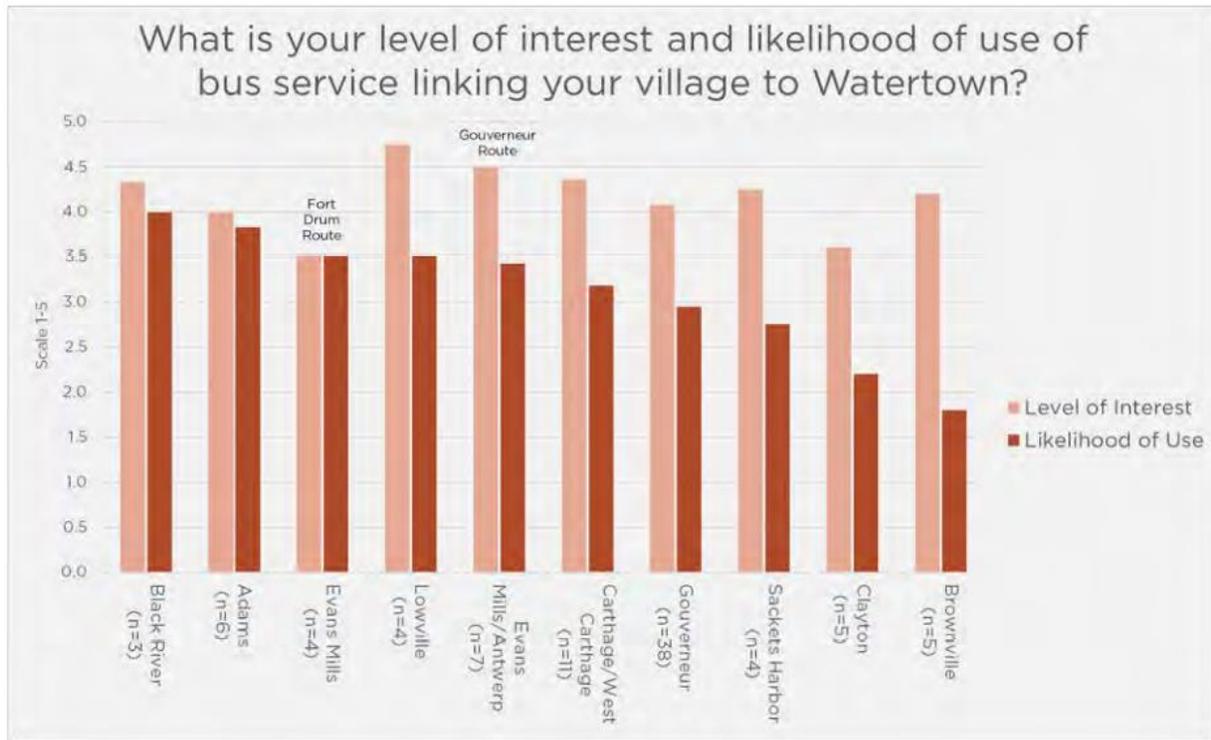
Transit Corridor Prioritization



A secondary online survey was launched to attempt to poll residents in locations other than the City of Watertown or Fort Drum about connecting services. The Villages of Adams, Antwerp, Black River, Brownville, Carthage, West Carthage, Clayton, Deferiet, Dexter, Evans Mills, Gouverneur, Lowville, Philadelphia and Sackets Harbor were targeted and the survey promoted through various town and village governments as well as St. Lawrence County mobility management. Responses were collected between August 10, 2018, and November 9, 2018.

After identifying their home locality, participants were asked to rate their interest in, and likelihood of use of, transit service connecting their locale to Watertown and other intermediate destinations. Likelihood of use was in line with initial survey results for most corridors, with the exception of Clayton and Brownville.

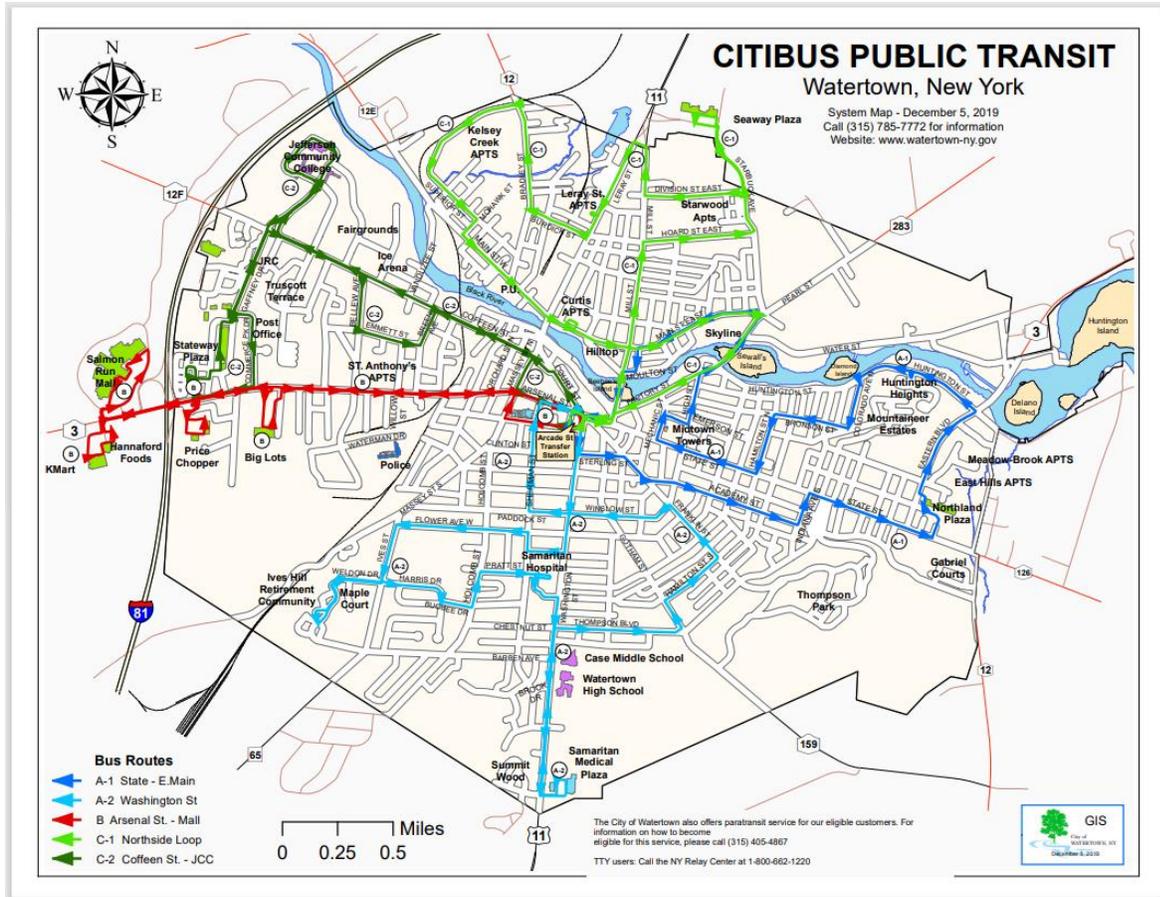
Interest and Likelihood of Transit Corridor Use



All participants were asked if transportation is a limiting factor in where they currently work or have applied in the past. The percentage of respondents who affirmed transportation is indeed a limiting factor was higher in targeted villages (44%) than respondents who did live in any of the targeted villages (37%). Targeted villages for this poll were Adams, Antwerp, Black River, Brownville, Carthage, West Carthage, Clayton, Deferiet, Dexter, Evans Mills, Gouverneur, Lowville, Philadelphia and Sackets Harbor.

CURRENT PUBLIC TRANSIT SERVICE IN JEFFERSON, ST. LAWRENCE AND LEWIS COUNTIES

Watertown Jefferson County Fixed-Route Transit Service



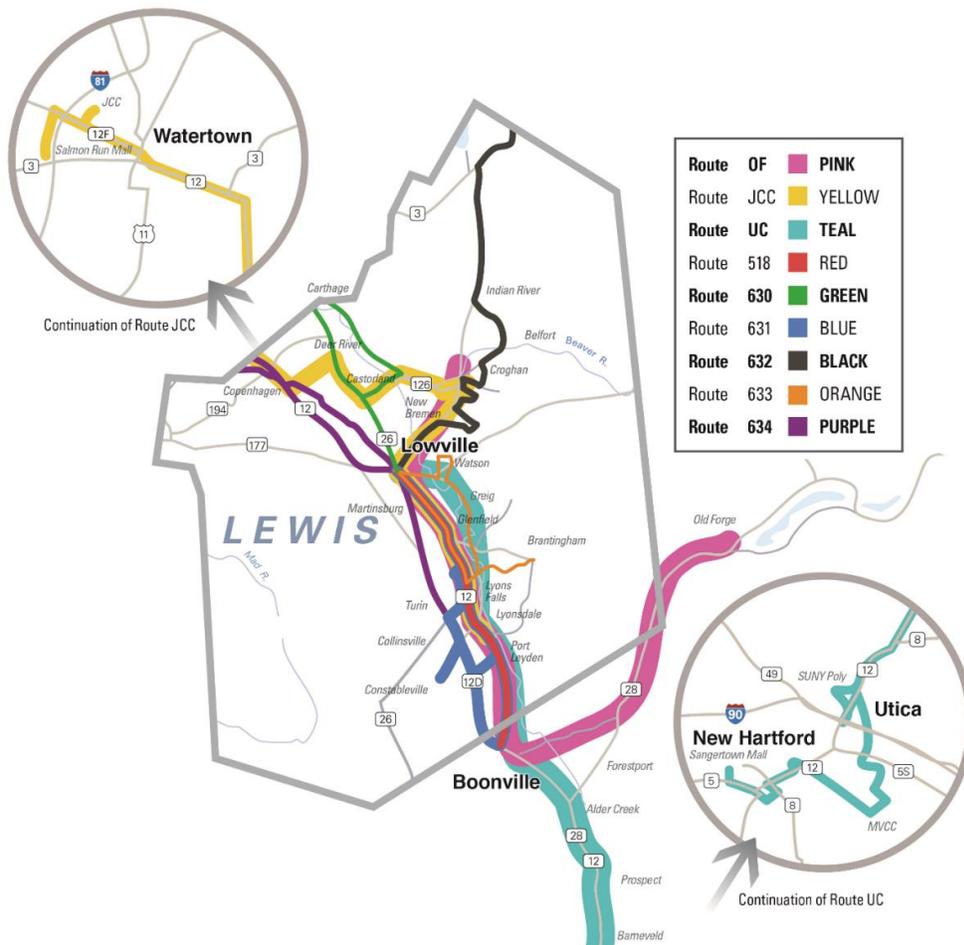
Fixed-Route Service

The CitiBus fixed-route system consists of five local routes that run Monday through Friday 7 a.m.-6:15 p.m. and Saturdays 9:40 a.m.-5 p.m. There is no fixed-route service on Sunday or on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving or Christmas. All routes serve the Arcade Street Transfer Station, which is the primary transfer point between CitiBus routes. Routes A-1 and A-2 are interlined through the downtown area, as are C-1 and C-2. CitiBus currently operates exclusively within the Watertown city limits with two exceptions: Salmon Run Mall and retail plazas west of I-81 and Seaway Plaza just north of the city limits in the Town of Pamela.

Demand-Response Service

CitiBus also provides ADA paratransit service Monday through Friday from 7 a.m.-6:15 p.m. and Saturday from 9:40 a.m.-5:35 p.m. for eligible passengers. The service origin and destination must be within $\frac{3}{4}$ mile of CitiBus fixed route service. Paratransit service is provided curb to curb by a contracted local service provider from the City of Watertown.

Current Public Transit Service in Lewis County



Fixed Route Service

The Lewis County Public Transportation system offers both residents and visitors seven fixed route year-round options Monday through Friday.

Dial-A-Ride

LCPT also offers a “Dial-A-Ride” service, also known as paratransit. Their Dial-A-Ride service, is curb to curb and will deviate from the route up to $\frac{3}{4}$ of a mile for individuals with disabilities who cannot travel to the scheduled bus stop locations.

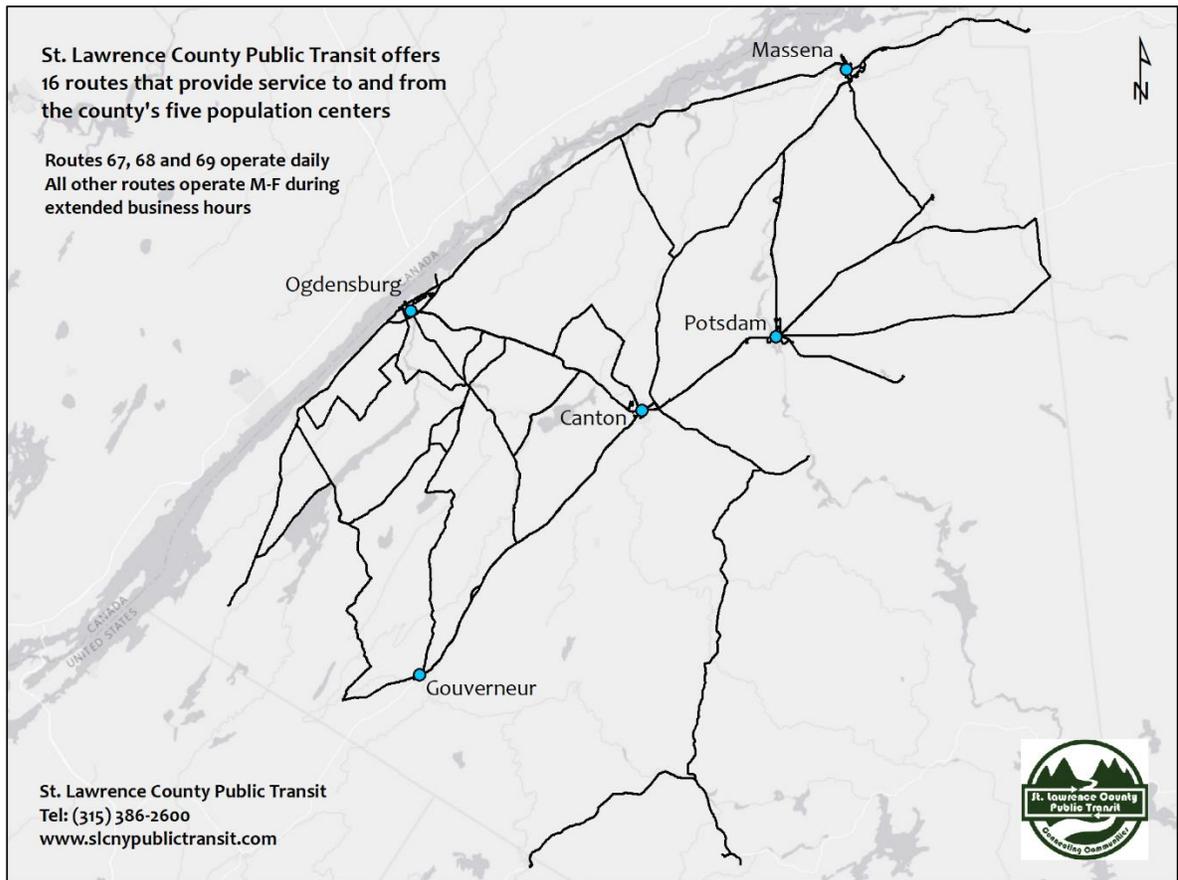
Fort Drum Connector Route

LCPT has a Fort Drum Circuit Route that runs from Lowville, Carthage and Croghan to Fort Drum 7 days a week.

Old Forge Seasonal Route

LCPT offers transportation from Harrisville, Croghan, Lowville, Glenfield, Lyons Falls, Port Leyden and Boonville to Old Forge 7 days a week with a seasonal route that runs from June 18th to Labor Day Weekend.

Current Public Transit Service in St. Lawrence County



Fixed Route Service

The Arc of Jefferson-St. Lawrence operates the public transportation system for St. Lawrence County. They have a fleet of nearly 20 vehicles that travel over 1 million miles annually among 4 routes; 3 routes run 7 days a week. Their buses are fully accessible; anyone may ride. Presently, the County's bus system operates 19 routes. Most County routes run Monday through Friday, while four routes offer weekly or bi-weekly service.

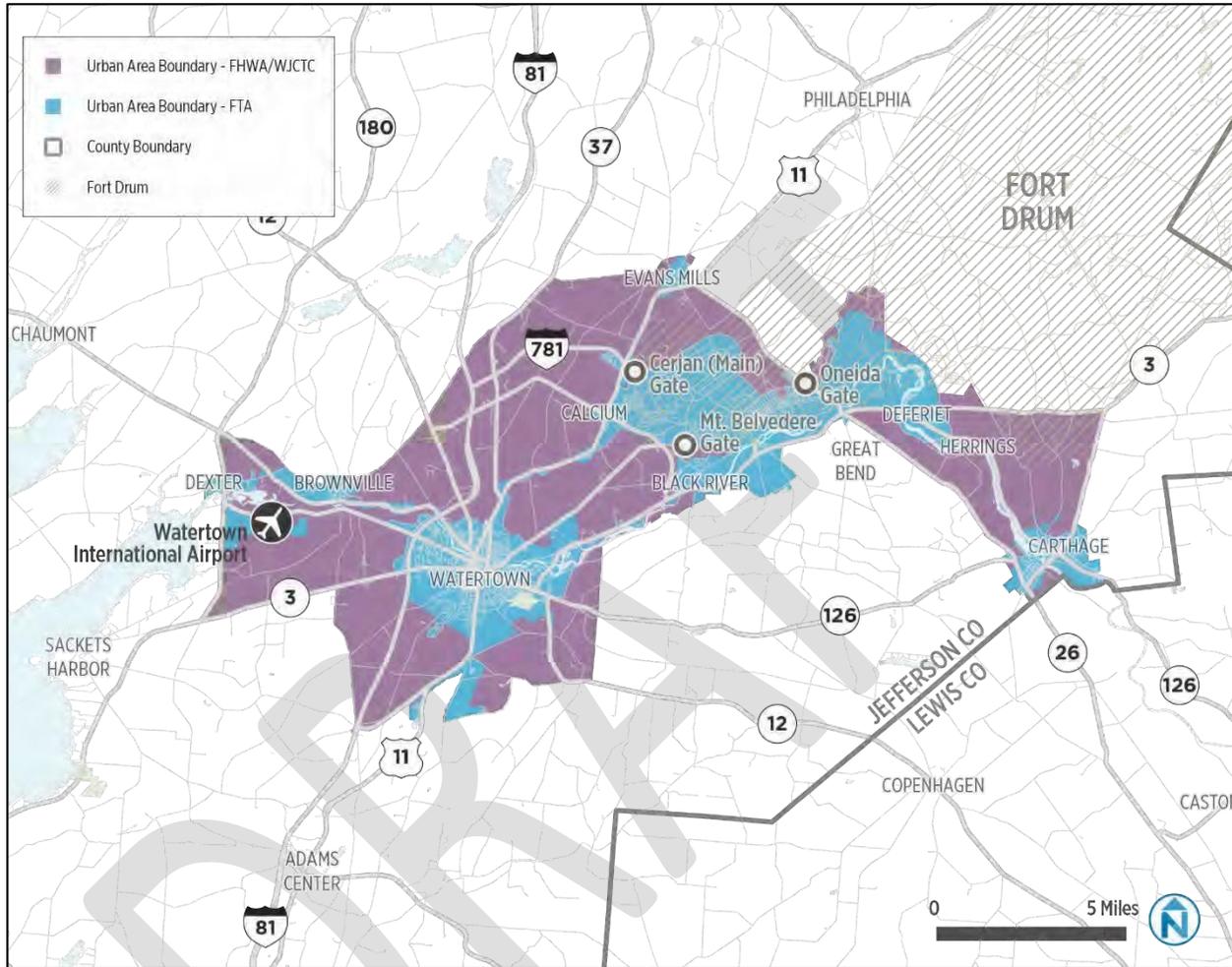
First Mile Last Mile

St. Lawrence County riders can utilize "First Mile Last Mile", a connector service that delivers public transit riders to and from a designated bus stop. This program assists residents of St. Lawrence County a ride from their home to the nearest bus stop; and again, from the bus stop to home upon their return. This serves as a feeder system to public transit due to the rural nature of the county.

PROPOSED CORRIDORS

MPO Bounded Regional Network Map

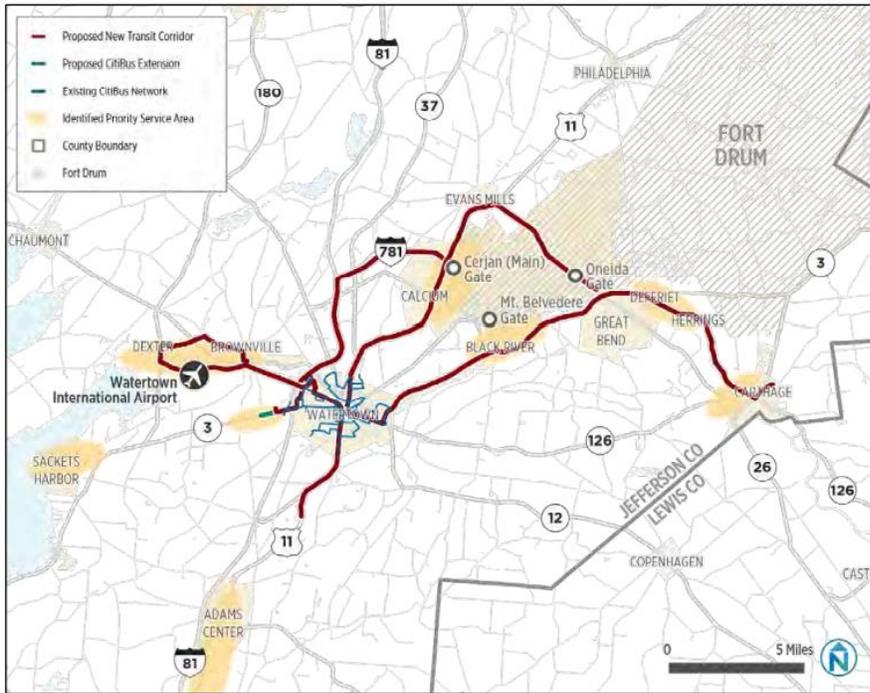
MPO and FTA 5307 Eligible Areas



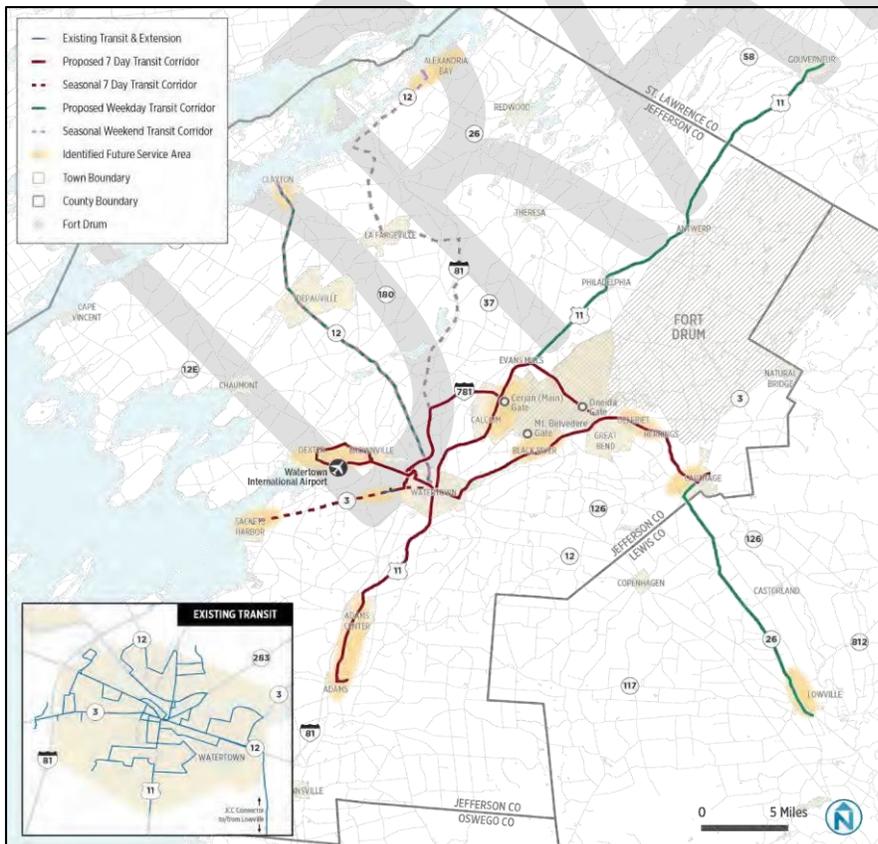
This is a map of the MPO bounded network areas. The areas shaded in blue are the areas covered by the MPO and eligible for Section 5307 and Section 5339 funding. The rural areas outside the MPO area would be covered by Section 5311 funding. A County-Wide system would take advantage of the multiple funding streams to create a system that would act as a feeder system to the current Watertown CitiBus public transit system. This would allow more passengers in rural areas access to public transportation and increase ridership for CitiBus.

The following maps give an example of the process to integrate the County-Wide system in steps of implementation.

Phase 1 Proposed Corridors



Phase 2 Proposed Regional Corridor Map



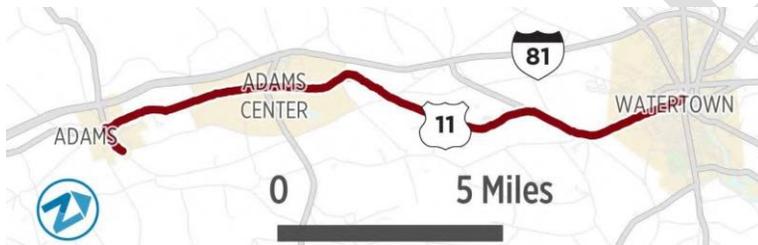
Proposed Future Network Routes

Dexter/JCC/Airport



The Dexter/Brownville corridor increases frequency of access along Coffeen Street to Jefferson Community College. The corridor also extends coverage to Watertown International Airport and the village centers of Dexter and Brownville. Arrival times of Watertown International Airport are approximately 3 p.m. and 10 p.m. daily. Planes depart from Watertown International Airport at approximately 6:30 a.m. and 3:30 p.m. daily. Almost 100 people use the Watertown International Airport each day. A bus stop at Jeff-Lewis BOCES would provide an optimal feed into the CitiBus system.

Adams/Adams Center



The Adams/Adams Center corridor provides bus service along Route 11 (Washington Street in the City of Watertown), terminating at the Country View Apartments senior meal site in Adams. The corridor serves Downtown Watertown, Samaritan Medical Center, additional medical offices, Watertown City Schools, multiple supermarkets, and the business districts of Adams and Adams Center. Proposed bus stop location for this transfer could be located on Outer Washington Street at Summit Village. This transfer site offers opportunities for connecting the senior communities of Country View Apartments, Adams to Summit Village, Farmers markets and food pantries.

Fort Drum/Jefferson Community College/Commercial Express



The Fort Drum/Jefferson Community College/Commercial Express corridor links the Fort Drum with JCC and commercial areas at the western edge of the City of Watertown without traveling to Downtown Watertown. The route would utilize Interstates 781 and 81 to arrive at the college. Noting secondary travel purposes indicated in the public survey, the corridor links together

populations with high transit propensity indices (soldiers, students) to commercial necessities such as supermarkets, clothing, and home supply stores. As with the primary Fort Drum corridor, the exact off-post transfer location to a potential base-operated shuttle is unknown subject to change. The proposed bus stop location for this route would be at Stateway Plaza, offering access to grocery stores, fitness centers and dining.

Gouverneur



The Gouverneur corridor is designed to connect to St. Lawrence County Transit on East Main Street in the Village of Gouverneur. This would allow passengers to reach Gouverneur Hospital, which also houses a detox facility. The route passes in close proximity and augments service to the Fort Drum Main Gate and the commercial area immediately to the west and could be used to augment service to the Fort Drum. This would also allow St. Lawrence County residents transportation to employment, food sources, education, medical facilities and recreation opportunities.

Clayton



The Clayton corridor connects Route 12 to Clayton destinations such as the Paynter Senior Citizens Center, Samaritan Family Health Center, and a full-service supermarket, terminating on Riverside Drive in the Village of Clayton’s business district. The route is projected to perform far below average and would only operate on weekdays, making two round trips, and attempting to coincide with employment schedules. Weekend service to/from Clayton would be seasonal, operating only between Memorial Day and Labor Day. During increased travel seasons, the proposed bus stop location for this route would be on the extended Coffeen Street route.

Sackets Harbor



The Sackets Harbor corridor increases frequency of access along Arsenal Street to the commercial area at the western edge of the Watertown city limits and the Jefferson-Lewis BOCES Bohlen Technical Center. The bus stop for this route would also be included at the Jefferson-Lewis BOCES location. The corridor also extends coverage to the Sackets Harbor village center. Weekday and weekend services would only operate on a seasonal basis between Memorial Day and Labor Day.

Alexandria Bay



The Alexandria Bay corridor would function as an express service, utilizing Interstate 81 between exits 47 and 49 before resuming transit service along State Routes 411, 180 and 12. The route would provide access to a major employment center in LaFargeville as well as a hospital in Alexandria Bay. Although the corridor was lowest performing during the screening and ranking process, the Project Advisory Committee recommended an implementation to test the market with the service most likely to succeed, operating on weekends between Memorial Day and Labor Day. This seasonal route would also utilize the same bus stop as the Clayton route. This would create transportation opportunities for employment, education/trade, food sources, medical facilities, socialization and the Amish community residing in LaFargeville.

INVENTORY OF TRANSPORTATION SERVICES

Type	Count
Public Transit	2
Trailways	1
Volunteer Transportation Provider	1
Taxi Service	5
Ambulette Service	15
Stretcher	2
Ambulance	4
Total	31

Currently, there are a number of transportation services that operate in the county, there is a complete listing of these services with contact information appended at the end of this report.

Assessment of Bus Fleet

The City's current fleet consists of 8 transit buses, with (3) 26.5' Phoenix buses used for the paratransit service that is contracted through Cleveland Services. The remaining fleet of buses are used for the City's fixed route service, including a 2019 36' Eldorado National for Route B; with a backup bus on loan from CENTRO, Syracuse, for maintenance and repair time off line. Three 26' Arboc buses run on rotation for the Route A and Route C runs. There is one remaining 24' Starcraft bus that is use for shuttles and not placed in the regular rotation. In November 2021, the City will also receive a 2020 Eldorado EZ Rider 2, 32' low floor bus to add to their fleet and a new Paratransit bus in 2022.

City owned as of June 2021										
Agency Vehicle #	Year	Make	Model	Vin #	Current Odometer	Vehicle Type	Seating Capacity	Wheelchair Position	Fuel Type	
<u>5307</u>										
PT-800	2016	Ford	Phoenix	1FDFE4FS8GDC56672	48,427	Paratransit	14		3 Gas	
PT-900	2019	Ford	Phoenix	1FDEE3FS4KDC06530	24,167	Paratransit	8		2 Gas	
PT-1000	2019	Ford	Phoenix	1FDEE3FS9KDC06541	26,436	Paratransit	8		2 Gas	
1636	2010	Ford	Cutaway	1FDFE4FS9ADB01636	188,855	Bus	18		2 Gas	Shuttle
2711	2019	Chevy	Spirit of Mobility	1VHAC3N2126501880	60,152	Bus	17		2 Gas	
2733	2019	Chevy	Spirit of Mobility	1HA6GUBB0KN002733	43,093	Bus	17		2 Gas	
2756	2019	Chevy	Spirit of Mobility	1HA6GUBB1KN002756	60,422	Bus	17		2 Gas	
4037	2019	Eldorado	EZ Rider II	1N9MMAD67KC084037	64,764	Bus	29		2 Diesel	

MAJOR TRANSPORTATION SERVICE PROVIDERS

Transportation services for Watertown/Jefferson County residents are provided by one primary public transit operator, various human service agencies, private taxi, private medical transport companies and contract private operators.

Public Transit

CitiBus

Contact: Patrick Keenan
Address: 245 Washington Street, Watertown, NY 13601
Phone: 315-785-7770
Fax: 315-785-7752
Email: pwkeen@watertown-ny.gov
Website: www.watertown-ny.gov

The City of Watertown provides affordable, accessible, fixed route public transportation services and offers discounted fares for bulk ticket purchases; reduced “children under the age of 12” fares; and an “all hours” half-fare program for elderly persons, persons with disabilities and/or individuals presenting a Medicare card in accordance to the FTA guidance contained in the Section 5307 grant regulations. A Complimentary Paratransit Service is also offered.

The City of Watertown CitiBus system works to partner with local organizations and provide affordable mobility for individuals with lower incomes and meet the transportation needs of its passengers. CitiBus is the only local mass transit provider currently operating within Jefferson County. It provides Fixed Route and Paratransit services within the City of Watertown as well as three neighboring plazas just outside of the City, the Salmon Run Mall, Target Plaza and Seaway Plaza. CitiBus provides transportation service to all elderly and affordable housing locations within the City of Watertown. The City of Watertown has contracted services with the Jefferson County Office for the Aging to provide transportation for the elderly. The Jefferson County Department of Social Services also uses Watertown CitiBus for the transport of its clients to their workplace or for employment searching activities.

Lewis County Public Transportation

Contact: Robert Bucci
Address: 7660 North State Street, Lowville, NY 13367
Phone: 315-377-2024
Fax: N/A
Email: robertbucci@lewiscounty.ny.gov
Website: <https://www.lewiscounty.org/>

Lewis County Public Transportation (LCPT) was launched in 2009 and is currently contracted with Birnie Bus, Inc. to operate and coordinate transit service. LCPT offers transportation to all residents and visitors of Lewis County and serves parts of Jefferson, Oneida and Herkimer Counties.

There are currently six fixed routes that run Monday through Friday. In addition to the fixed routes, a Utica Connector Route runs Monday through Friday during the school year and Tuesday's and Thursday's during school breaks; a JCC Connector Route Monday through Friday year-round; and an Old Forge Seasonal Route from mid-June through Labor Day Weekend. In August 2021, LCPT launched a new Fort Drum Circuit Route, which runs Monday through Friday year-round and offers a means of transit for Fort Drum soldiers and their families to access educational and employment opportunities within Lewis County.

In addition to the set routes, LCPT also offers a Dial-A-Ride service that is open to the public. For non-emergency medical transportation, LCPT offers a Demand Response/Medical Van to Medicaid clients by appointment only and is provided Monday through Friday. LCPT is also piloting a free vanpool service in partnership with Commute with Enterprise. This service will provide an additional mode of public transportation for individuals within Lewis County and will offer a cost-effective and convenient alternative to those struggling to obtain a reliable source of transportation.

Volunteer Transportation Center, Inc. (VTC)

Contact: Sam Purington

Address: 24685 NY-37, Watertown, NY 13601

Phone: 315-788-0422

Email: sam@volunteertransportation.org | jen@volunteertransportation.org

Website: <http://www.volunteertransportationcenter.org/>

The Volunteer Transportation Center, Inc. (VTC) is a 501(c)(3) non-profit organization. Thanks to the work of our certified Volunteer Drivers, Staff, Board of Directors and the generosity of our donors, the VTC provides essential rides to health, social, and other destinations for residents of Northern New York who have no other transportation alternatives.

We envision a community where transportation is available to everyone. The Mission of the VTC is to provide transportation to health, wellness and critical needs destinations utilizing volunteers and mobility management for anyone who has barriers to transportation.

These charitable rides are provided at no cost to the rider. This program allows VTC clients to maintain their own residence thus providing them with a sense of independence fostering self-confidence and self-esteem. VTC provides comprehensive coordination of trips to maximize ride sharing. VTC does not duplicate public transportation, however, fills in the gaps when traditional fixed route or paratransit routes cannot meet the need.

Door through door transportation is provided by 250+ volunteer drivers using their own vehicles who in turn receive \$0.445 per mile (for charitable programs) for transporting clients across Jefferson, Lewis and St. Lawrence Counties. Mileage reimbursement is based on miles traveled, not the number of passengers. Volunteer proximity to clients makes it possible to keep non-passenger mileage to a minimum. The success of the program is attributed to the coordination of transportation activities with other human service and government agencies in the County.

In 2019 & 2020 for charitable rides volunteer drivers provided 26,708 one-way trips, traveling 831,267 miles of transportation to clients in Jefferson County. Part of the funding for this service is provided by utilizing Title III funds from OFA, \$20,000 annually in addition to fundraising of \$100,000 for volunteer driver trips assisting seniors, persons with disabilities, and anyone else

needing a ride to medical appointments and grocery shopping. For all trips including human service contracts i.e. Medicaid transportation, in 2019 & 2020 volunteer drivers provided 172,207 one-way trips traveling 6,764,363 miles for Jefferson County residents. Coordination of the vast majority volunteer rides is handled by VTC – making sure that the most efficient use of resources is utilized.

Paynter Senior Center (PSC)

Contact: Rose Reff

Address: 914 Strawberry Lane, Clayton, NY 13624

Phone: 315-686-3553

Fax: N/A

Email: N/A

Website: <http://payntercenter.org/>

The mission of the Paynter Senior Center (PSC) mission is to provide a variety of activities, education and meals that are designed to meet the needs of the handicapped and senior citizens of the area. They serve as a place for seniors to be able to communicate with their friends while also receiving a nutritious meal through the nutrition program provided through the Jefferson County Office for the Aging.

The PSC provides transportation in the River communities connected with center activities and nutritional needs, traveling once weekly to Watertown. The transportation program is primarily for seniors with disabilities, older adults and low-income individuals within the community. The center is a non-profit organization that operates almost entirely on donations at this time, although they do have a contract with the Jefferson County Office for the Aging to provide some funds for the transport of their senior population.

Wilna-Champion Transportation Association (WCTA)

Contact: Heather Tanner

Address: 222 State Street, Carthage, NY 13619

Phone: 315-493-3449

Fax: N/A

Email: wctashuttlebus@gmail.com

Website: N/A

The purpose of the Wilna-Champion Transportation Association (WCTA) is to provide transportation to the senior citizens and disabled persons living in the Towns of Wilna and Champion and surrounding areas. The WCTA is a non-profit organization that operates on a shoestring budget and whose main function is to provide rides to the grocery store, pharmacy and doctor's office.

Although the WCTA cannot charge a fee for the rides they provide, they are allowed to accept donations. The Jefferson County Office for the Aging provides some funds for the transport of their senior population; however, this does not cover all of their client population. All clients are handed an envelope as they board the bus in which they may deposit a donation, if they choose. The envelopes are put in a bag when the clients exit the bus and the driver counts the money at the end of the day. No person is ever refused service regardless of their ability to pay.

The Arc of Jefferson-St. Lawrence

Contact: Shawn Philbrick

Address: 380 Gaffney Drive, P.O. Box 41, Watertown, NY 13601

Phone: 315-788-2730

Fax: 315-788-8557

Email: sphilbrick@jeffrehabcenter.org

Website: www.jeffrehabcenter.org

The Arc of Jefferson-St. Lawrence is a non-profit agency dedicated to enhancing the quality of life and maximizing the potential of persons with disabilities. The main treatment facility and administration building is located on Gaffney Drive in Watertown. There are also 32 residential facilities located throughout the county for program participants.

The Arc has seven dedicated bus runs throughout Jefferson County, leaving between 6 a.m. and 7:30 a.m. Monday through Friday. The buses pick up at most Arc residences and also do door-to-door pickup of individuals attending Arc and Disabled Persons Action Organization (DPAO) programs. After being picked up, the participants are dropped off at one of the program site facilities which include the Day Habilitation Program and the Day Treatment program site on Gaffney Drive; DPAO; and the Production Unlimited worksite on Bradley Street in Watertown. Each evening, they are picked up at each of these sites and returned to their home or one of the Arc community residential program sites.

The Arc currently has nine buses for the purpose of transporting participants on a daily basis for seven dedicated bus runs between their program sites; seven buses are used on daily runs and two are kept as spares.

Adirondack Trailways

Contact: Ruby Stevens

Address: 22088 U.S. Route 11, Watertown, NY 13601

Phone: 315-405-4221

Fax: N/A

Email: N/A

Website: <https://trailways.com>

Adirondack Trailways provides transportation of many options such as individual trips along with, group events, military, government/political events, and day trips anywhere in the United States.

TRANSPORTATION SERVICE PURCHASERS

ACR Health - Medical transportation for people living with HIV/AIDS who need help with transportation to get to medical and other services that help them maintain their health.

Anchor Recovery - Provides transportation for individuals and their families to their recovery trainings and support services for loved ones suffering from addiction.

CAPC - Community Action Planning Council of Jefferson County (CAPC) provides bus transportation to our Head Start children at the Watertown, Dexter, South Jeff, Carthage, and Evans Mills Centers. They also provide gas cards and CitiBus passes for qualifying clients in some of our program areas for those seeking employment and/or educational opportunities.

Carthage Area Hospital - Since 1965, Carthage Area Hospital has been providing quality and reliable health care to patients from the greater Carthage Area. Their knowledgeable staff is able to meet a variety of health care needs. Their commitment to efficiency and patient experience has allowed us to have the shortest emergency services wait time in the Area. Carthage Area Hospital currently contracts with the Volunteer Transportation Center to provide medical transportation and in 2022 will also have two wheelchair accessible vans for utilization.

Children's Home of Jefferson County – The Children's Home of Jefferson County is the largest human services organization in Northern New York. They provide services for youth development, youth and adult health services, foster care and family permanence and programs for at-risk youth and their families. The Children's Home provides transportation to their clients by assistance through the Medicaid systems; purchasing bus passes, Volunteer Transportation Center and cab vouchers.

CREDO Community Center - Credo Community Center, Inc. is a non-profit, Office of Alcoholism and Substance Abuse Services, OASAS, approved entity, dedicated in the provision of treatment services for the addiction of alcohol and substance abuse. They do not provide transportation; however, assist clients in securing appropriate transportation through Volunteer Transportation Center, as needed.

Jefferson County Department of Social Services - In 2013, the New York State Department of Health required all non-emergency Medicaid transportation services be managed by Medical Answering Services (MAS). MAS approves all Medicaid-covered medical trips and the appropriate mode of transportation that may be used per NYS Medicaid guidelines. Various levels of eligible transportation include: self-transportation; Volunteer Transportation Center; Jefferson County Public Transit; taxi; volunteer drivers and ambulette. Self-transportation is the default approval unless a Medicaid recipient can show they cannot transport themselves or need assisted transport.

Jefferson County Office of the Aging - The Office for the Aging (OFA) provides services and advocacy for County residents who are 60 years and older. The agency purchases transportation services for its clients through the Volunteer Transportation Center, CitiBus, Wilna-Champion Transportation Center and Paynter Senior Center.

The Arc of Jefferson-St. Lawrence - In addition to providing bus transportation for their clients through Section 5310 grants awarded by the State Department of Transportation, The Arc of

Jefferson-St. Lawrence also purchases vouchers for their clients to ride the city's public bus system.

COLLECTING STAKEHOLDER INPUT

To identify transportation gaps and duplication of services in Jefferson County, the County's Mobility Manager gathered input from: public transit riders, major transportation service providers, major transportation service purchasers, and stakeholder organizations who serve on the Transportation Commission for the City of Watertown. The following approaches have been used to gather feedback:

1. Conduct quarterly Transportation Commission meetings throughout the year to identify and discuss public transportation needs and barriers that ultimately contribute to the preparation of this plan.
2. Participate in meetings with human service committees, local non-profit organizations, employment agencies, high schools and colleges, and attend senior fairs and other public forums throughout the county to hear concerns and issues concerning transportation.
3. Monitor resident comments from email messages, phone calls and suggestions given from riders to the Public Transit Drivers and CitiBus offices.
4. Virtual work group with County-Wide passengers, various human service agencies; employers; local businesses; educators, including staff from high schools, colleges and vocation schools; medical offices; non-profit agencies and the Department of Social Services for Jefferson County.

IDENTIFIED TRANSPORTATION BARRIERS

The following barriers have been identified from the public, local human service agencies, educators, employers and medical field personnel.

1. Lack of public transportation in Jefferson County.
2. Lack of public transportation available outside of Watertown, in rural areas.
3. Lack of public transportation for alternative/evening work shifts.
4. Lack of connection to Fort Drum where there are many jobs.
5. Lack of connection to adjoining counties; St. Lawrence County and Lewis County.
6. Lack of transportation that allows parents to drop children at daycare on their way to work.
7. Transportation to GED program at BOCES and higher education at Jefferson Community College.
8. Cost of transportation alternatives.
9. Most public transportation services are only offered in Watertown.
10. Barriers with literacy and understanding the bus schedule.
11. Long wait times or no answer when calling for a taxi.
12. Lack of on demand transportation.
13. Lack of knowledge and awareness of public transportation options that do exist.
14. Distance to public transportation; location/distance of pickup/drop-off locations.
15. Lack of knowledge of FTA and ADA compliance for local services.
16. Paratransit services are charging twice the amount for users than other public transportation options in Watertown.
17. Lack of funding for non-Medicaid/Medicare appointments.
18. MAS system is difficult/challenging to navigate.
19. Lack of city and county transportation to employment, food source, education and medical destinations.
20. Shortage of bus drivers.

GOALS AND STRATEGIES

Provide the City of Watertown and Jefferson County residents with safe, reliable, affordable efficient and easy-to-access public transportation system.

1. Provide residents with easy-to-understand bus schedules.
2. Use travel trainings to educate riders on using public transportation.
3. Mobility Management to create travel training with human service agencies and employers.
4. Mobility Management will assist in the creation a marketing plan to rebrand the City of Watertown public transportation system.
5. Create bus passes at a reduced cost.
6. Create a County-Wide public transit system to feed into CitiBus.
7. Look into outsourcing CitiBus transportation services and deem what is affordable.
8. Develop and implement First Mile Last Mile and Rides to Recovery Programs.
9. Develop and implement electronic fare system.
10. Implement AVL System.

Increase stakeholder representation and Mobility Management in support of sustainability, efficiency, and oversight of a cohesive coordinated public transportation system.

1. Apply and secure grant funding that supports the City of Watertown and a County-Wide public transportation system and programs that support access to all, that include:
 - a. Section 5307 formula grants for the MPO
 - b. Section 5339 formula grants for the MPO
 - c. Section 5311 formula grants for rural areas
 - d. State Transportation Operating Assistance (STOA)
 - e. Modernization and Enhancement Program (MEP) Supplement Funding
 - f. Supportive Employment Grants (SES)
 - g. Access and Mobility Partnership Grants
 - h. Other federal and state grants as they become available
2. Secure funding and employee a Jefferson County Mobility Manager for the Jefferson County area.
3. Secure additional revenue through the sale of advertising space on the interior and exterior of public transit buses.
4. Secure funding to support existing and new routes for public transit systems, transportation programs and services.
5. Develop partnerships with neighboring Counties and Fort Drum to develop and implement inter-regional connections beyond the County, including the Canadian border.
6. Mobility Management serves as a conduit between state and federal agencies to assist the City and County in securing funds to support new routes, programs and passenger needs.
7. Mobility Management will develop and market new modes of transportation and programs to assist the residents of Jefferson County gaining access to all.
8. Policy and Procedure development and implementation.

9. Hold a CDL class as an incentive to increase the bus driver pool. Use the class and other incentives to recruit and retain. Look to remove city requirement of 1-year experience.

Create an excellent rider experience and increase ridership.

1. Install bike racks on all buses serving existing routes and market this amenity to potential riders.
2. Install free Wi-Fi and phone charging stations on all buses and market this amenity to potential riders.
3. Integrate route and real-time arrival information into mobile applications, with an emphasis on applications that can be used by people with visual disabilities.
4. Provide an alternative to visual display boards; audible announcements are preferred over braille and other methods required for finding the display.
5. Identify and coordinate public transit infrastructure needs (i.e. accessible curb cuts at bus stop, shelters, etc.) on the public transportation system.
6. Regularly apply for and administer grant funds to purchase new buses, solar-powered bus shelters, benches, and other enhancements at public transit stops.
7. Develop and implement First Mile Last Mile (FMLM) as a way to get passengers in areas rural to the public transit system to their closest bus stop location. This program allows easier access to employment, education, food source, medical appointments and recreation opportunities.
8. Develop and implement Rides to Recovery Program to assist people with substance abuse disorders and mental health issues access to medical appointments and social determinates of health.
9. Public awareness of how to obtain bus tickets; including types of tickets available and where and how to purchase them.
10. Conduct an annual ridership survey to determine rider satisfaction, and to improve scheduling and bus routes.
11. Rebrand CitiBus.
12. Development and implement bus pass system.
13. Software updated fare system, passenger count AVL better rider experience the drives to focus on driving

Provide community outreach and education.

1. Mobility Managers will meet with civic and community-based organizations, social services agencies, hospital and medical facility providers to disseminate information about public transportation services in Jefferson County.
2. Publish and distribute marketing materials about Jefferson County public transportation options in and around the county.
3. Establish a mobile-friendly website for riders to purchase tickets/passes, navigate route map and view bus schedules.
4. Remove barriers to utilizing public transportation by providing travel training to individuals and agencies on an as-needed basis about ride scheduling and trip planning to identify suitable transportation services.
5. Collaborate with human service agencies, medical facilities, employers, not for profit, and education facilities to break down transportation barriers that their clientele is facing.

6. Mobility Management will develop and market new modes of transportation and programs to assist in helping residents of Jefferson County access to all.

Establish and implement the First Mile Last Mile program and increase transportation options.

1. Obtain input and feedback from human service agencies, not-for-profit agencies, medical, employers and educators to identify potential locations for riders who are not within walking distance of a public bus stop.
2. Identify FMLM locations to increase access to bus services, this will allow disadvantaged populations (low-income, minorities, seniors, and persons with disabilities) to increased access to employment, medical facilities, education and food sources.
3. Increase the pool of volunteer drivers through improved coordination efforts with human service agencies and transportation providers.
4. Pursue and administer grant funding to support the FMLM program to decrease transportation barriers.
5. Examine FMLM program ridership data and rider survey responses to identify potential locations for expanded bus services.

Develop alternative transportation modes for Jefferson County.

1. Employer-based van pools could be developed to provide shuttle service or van pools to better serve shift workers and reverse commuters. The program could focus on large scale employers.
2. Introduce a new bike share system that will provide residents and visitors with affordable, and alternative transportation options.
 - a. Car sharing Flexibility for riders to pass up car ownership in favor of car membership. Using a mobile app or the internet, users would simply find the nearest available vehicle, wave a membership card over the windshield, and the doors unlock. Inside are keys and a credit card for refueling.
 - b. Electric Vehicle (EV) car share program with sliding scale rates conceived to support affordable access to clean transportation options in Jefferson County.
3. Seek funding sources and locations for electric car charging stations, maintenance and access.
4. Establish a county-level multi-modal transportation and call center. Similar to the state-wide MAS system. A central dispatching program, contract with local volunteer programs and private providers to offer demand response service outside public transportation service area, establish sustainable funding stream for call center and services.
5. Research, establish and implement an E-bike and scooter share service for the City and County.

Develop and implement a County-Wide public transportation system.

1. Secure funding to support existing route extensions and new County-Wide routes to reach rural areas of Jefferson County.
2. Work with City and County officials to determine the most cost effective and efficient plan to run a County-Wide system.
3. Use Nelson Nygaard Report as a starting point for route development.
4. Seek funding from Section 5311, SES and STOA funding for operations.

5. Seek Section 5311 funding and MEP for Capital.
6. Send out RFP for a County-Wide system. RFP for Rides to Recovery and FMLM.
7. Incorporate CitiBus and County-Wide system marketing campaign using traditional media, CitiBus website, social media and bus advertising.

IMPROVING PUBLIC TRANSPORTATION SERVICES

A County-Wide transportation system needs to be developed and implemented. This system needs to reach all of the outer lying rural areas of the County that do not have access to the City Public Transportation System. A County-Wide system would feed in to the CitiBus system and reach the public transportation systems in neighboring St. Lawrence and Lewis Counties. This allows the opportunity for more transportation to larger employment facilities, education at Jefferson Community College and Jeff-Lewis BOCES. This will also allow for more comprehensive medical options for the public across the tri-county area and access to better food sources. This County-Wide system would be the beginning of solving the transportation barriers that have been brought to the attention of City and County legislators.

CITY OF WATERTOWN TRANSPORTATION COMMISSION

The Transportation Commission was established by the City Council in 1974, and in 1997, the ADA Paratransit Committee and Transportation Committee partnered to form the current Transportation Commission. The commission members take part in discussions and planning of many of the aspects of transit operations, such as fare structure, route mapping, customer services, incentive programs, ADA requirements, needs assessment and much more. There are currently three open positions for the commission seeking diversity inclusion of all of demographics.

Quarterly meetings are held at quarterly at Watertown CitiBus Transit Building.

Adam D. Ruppe, Community Member Term 11/18/2019 4/1/22

Aaron Clemons, Community Member Term 4/16/2018 4/1/2022

Ryan Henry-Wilkinson, Watertown City Council Term 6/20/2016 4/1/2022

Suzanne Morrow, Community Member Term 3/18/2019 4/1/2022

Sam Purington, Director of Volunteer Transportation Organization Term 5/17/2011 4/1/2023

Owen Virkler, Capital Program Coordinator, NYSDOT (retired) Term 3/16/2020 4/1/2023

Kyle Meehan, Director of Transportation Guilfoyle Ambulance Term 12/16/2019 4/1/2024

Dawn Mills, HCR Home Care Program Manager Term 5/19/2014 4/1/2024

JEFFERSON COUNTY PUBLIC TRANSIT WORK GROUP

The Jefferson County Public Transit Work Group is constructed of non-profit organizations, the MPO and various local human service agencies. There are 21 representatives serving on the County's Public Transit Work Group who regularly participate in these meetings. The composition of the work group consists of service agencies and interested persons who help residents who depend on human/social services and may not have the ability or resources to own and operate a personal vehicle. These stakeholders regularly participated in Public Transit Work Group meetings throughout the year, engaged in thoughtful discussion with the Mobility Manager about transportation gaps and challenges residents face, and identified possible solutions that could be implemented in Jefferson County.

JEFFERSON COUNTY PUBLIC TRANSIT WORK GROUP DIRECTORY

Cindy Fitzpatrick

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Dawn Cole

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Email: exec@watertownurbanmission.org

Felicia Parker

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Frank Doldo

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Sara Freda

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Anne Kalamas

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Brandi Smith

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(315)778-5217
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JEFFERSON COUNTY TRANSPORTATION PROVIDERS DIRECTORY

SERVICES	ADDRESS	CITY	STATE	PHONE
Bus				
CitiBus	544 Newell St.	Watertown	NY	(315) 785-7772
Lewis County Public Transportation	6591 NY-12	Lowville	NY	(315) 376-5919
Volunteer Transportation				
Volunteer Transportation Center (VTC)	24685 State Route 37	Watertown	NY	(315) 788-0422
Taxi				
All Season Dispatch LLC	150 Clinton St.	Watertown	NY	(315) 778-8241
Chris Taxi Service	118 Court St.	Watertown	NY	(315) 836-6790
Clarence Henry Cab	1067 Marble St.	Watertown	NY	(315) 277-7500
East Coast Taxi	20824 Shepard St.	Watertown	NY	(315) 486-8040
Guilfoyle Ambulance Services	438 Newell St.	Watertown	NY	(315) 788-8105
Lundy Services	500 State St.	Carthage	NY	(315) 519-3059
Yellow Cab of Watertown	1170 Water St.	Watertown	NY	(315) 782-2121
Ambulette				
Carthage Volunteer Rescue Sq.	200 Riverside Dr.	Carthage	NY	(315) 493-1913
Clarence Henry Cab	1067 Marble St.	Watertown	NY	(315) 277-7500
Cleveland Services	404 Sherman St	Watertown	NY	(315) 777-4809
Evans Mills Volunteer Ambulance Sq.	8733 Factory St	Evans Mills	NY	(315) 629-6081
Fox and Murray	528 Franklin St.	Ogdensburg	NY	(315) 393-4870
Frary's Funeral Home	515 Caroline St.	Ogdensburg	NY	(315) 393-1376
Guilfoyle Ambulance Service	438 Newell St.	Watertown	NY	(315) 788-8105
Lundy Services	500 State St.	Carthage	NY	(315) 519-3059
North Country Transportation Services	6145 Meadow Wood Dr. #A	Watertown	NY	(315) 955-4589
Volunteer Transportation Center (VTC)	24685 State Route 37	Watertown	NY	(315) 788-0422
Stretcher				
Black River Ambulance	121 LeRay St.	Black River	NY	(315) 773-4501
Lundy Services	500 State St.	Carthage	NY	(315) 519-3059
Ambulance				
Black River Ambulance	121 Leray St.	Black River	NY	(315) 773-4501
Carthage Volunteer Rescue Sq.	200 Riverside Dr.	Carthage	NY	(315) 493-1913
Guilfoyle Ambulance Services	438 Newell St.	Watertown	NY	(315) 788-8105
South Jefferson Rescue Squad	38 Main St.	Adams	NY	(315) 232-2624
Town of Watertown Ambulance Services	18791 County Route 155	Watertown	NY	(315) 782-5999

REFERENCES

The State of New York

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