

CLINTON COUNTY PUBLIC TRANSIT

Plan for Proposed change from Paratransit Service to all Route Deviation Service
in the Greater Plattsburgh Area

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Part 1: Background/Context/Situation:

The transit system is primarily funded through Federal and State sources. There is a 10% local match requirement for FTA 5311 program capital expenses which is met through County General Funds. There is also a local match requirement for the STOA subsidy (STOA 18b match requirement) which is met through revenue contracts that are not reimbursed on a per-passenger basis, eligible indirect costs, and (in recent years) County General Funds. The STOA subsidy is the primary source of funding for the CCPT system. It arrives in four quarterly payments and a fifth "clean-up" payment. The clean-up payment alone represents more than 15% of the annual system revenue, is highly variable, and arrives two to three months following the end of the fiscal year to which it is applied. The timing of the clean-up payment creates a significant challenge for program budgeting, management, and planning.

Though most years required no local tax dollars toward CCPT operations, there have been exceptions in recent years. In 2013, \$33,000 of County General Funds were needed to cover CCPT operations; in 2014, \$75,000 of County General Funds were needed to cover CCPT operations; in 2015, no County General Funds were needed to cover CCPT operations; and in 2016, \$207,000 of County General Funds were needed to cover CCPT operations.

The growing local tax burden associated with CCPT could cause the system to become unaffordable and result in the elimination of the transit program entirely.

A separate issue facing CCPT has to do with compliance with the Americans with Disabilities Act. CCPT operates a complementary Paratransit service in the greater Plattsburgh area. This service has specific regulations which apply to it and do not allow for capacity constraints (trip denials, trips of excessive duration, and/or untimely pick-ups) to become a pattern of practice. Demand for CCPT Paratransit trips has risen sharply over the last twelve to eighteen months and has put CCPT in a position of experiencing capacity constraint concerns. As a matter of compliance, this issue could result in fines, de-funding, and/or the shutting down of the transit program.

In summary, CCPT is faced with two major issues: a financial crisis and a Paratransit capacity constraint crisis; each of which by itself is a major threat to the existence public transit program.

Noteworthy Considerations:

The following solutions were considered in an effort to address the two issues, but were determined to not be sufficient on their own to address the financial and Paratransit capacity constraint problems:

- A. Fare Increases – Based on previous fare increases; it is projected that an increase in fares would result in a negligible increase (1% - 2%) in overall system revenue and a

significant decrease (20%) in system ridership. This option would not be expected to significantly mitigate either of the two issues.

- B. Route Cuts – CCPT regular routes (fixed-route and deviating fixed-route services) are able to support their own operational costs with the subsidies and operational revenues that they generate. These revenues also help to cover bus facility maintenance and utilities. Cutting regular routes would only make the financial situation worse and would not help address the Paratransit capacity constraint concerns.
- C. Route Adjustments – Transportation needs evolve over time. Demand for certain stops, sections of routes, and run times can increase or decrease. There are always route adjustments that can be done to better meet the evolving transportation needs and improve system efficiency. However these small changes will not have a big enough impact to be able address the two major issues currently facing CCPT.
- D. Rural Zone Cuts - CCPT demand response services ("Rural Zone" and Paratransit) both operate at a net loss. Many Rural Zone service passengers, including many seniors and individuals with disabilities, would not have transportation alternatives if Rural Zone was eliminated. No cuts to Rural Zone service are recommended because of the critical transportation need that it meets.
- E. Medicaid Rate Change – CCPT's financial crisis is largely due to a significant drop in ridership and associated revenues, including an 80% drop in Medicaid transportation (NEMT) revenues. It is possible that reducing the \$65 flat rate for Medicaid rides on Paratransit to be more competitive with other NEMT providers, as well as getting set up with additional trip brokers like VNS and Fidelis, could increase revenues to CCPT. However, this would also increase demand on the Paratransit service which would make the capacity constraint issue worse.
- F. Reduce Paratransit Service Area – CCPT provides Paratransit service to an area that is somewhat broader than the minimum requirement of within $\frac{3}{4}$ mile of the fixed-routes. This area could be reduced to lessen the number of Paratransit trip requests. However, there are fewer than ten individuals who would be impacted and therefore it would not have a significant impact on demand or capacity constraint concerns.
- G. Limit Paratransit to Approved Eligible Persons Only – CCPT has operated its Paratransit service open to the general public, which is allowed under ADA/FTA regulations as long as doing so does not interfere with an approved eligible individual being able to get a requested trip. This has allowed individuals with disabilities to get needed trips in order to complete the Paratransit eligibility application paperwork and also get needed trips

while the paperwork is in the mail. It has also allowed individuals who have not been approved eligible to ride Paratransit. Restricting trips to only individuals who have been approved eligible is certainly appropriate if trips denials are being experienced. However, trips from non-approved individuals only accounted for 11% of the Paratransit trips in 2016 and eliminating these trips would not resolve the fast growing demand for Paratransit. It is also important to understand that most of these 11% of trips were made by individuals who were either later approved eligible or who would be approved eligible if they submitted the paperwork.

- H. **Make Paratransit Eligibility More Restrictive** – Eligibility approvals are made by the Clinton County Planning Technician who makes the determination based on FTA Paratransit Regulations (49 CFR Part 37) and FTA Guidance materials on these regulations. A functional assessment is not currently required of applicants for Paratransit eligibility. The application process is designed to be user-friendly and true to the regulations/guidance documentation. Ultimately it is rare for an applicant to be denied eligibility. This is because almost all applications indicate the presence of a disability and one or more ways that the applicant is not able to use the regular bus system because of the disability (the core basis for eligibility). It is possible that requiring individuals to reapply, making the application process more onerous, and denying eligibility more frequently could reduce the number of request for paratransit trips. However, this would mostly make the process unnecessarily burdensome for individuals who should be approved eligible based on the Federal standards and may create compliance concerns of its own.
- I. **Operate Paratransit Service with Vans and Cars** – While it is true that smaller vehicles are less expensive to operate than larger vehicles, the main operating cost of driver labor remains the same. The savings would not be sufficient to address either of the two big issues. The way to operate service more efficiently would be to pick up multiple passengers with a single bus, rather than using single-occupancy vehicles. Unfortunately, it is rarely possible to group rides together on paratransit because of the paratransit-specific rules regarding capacity constraints (the 1 hour window rule for scheduling, prohibition of excessively long trip durations and untimely pick-ups) and the spread out origins and destinations being requested. Paratransit often transports only one person at a time in order to comply with regulations.
- J. **Contract Out to Provide Paratransit Trips** – The idea of using taxis or 5310 agency vehicles to provide Paratransit trips is appealing in that it could help address capacity constraints. However, it is unappealing from a financial perspective because in almost all cases the trip would cost more to perform when compared to CCPT providing the trip itself.

Proposed Solution: Replace Paratransit Service with All Route Deviation:

Unlike Rural Zone passengers who may not have alternatives, Paratransit passengers can have their needs met instead by deviating CCPT "City" routes up to $\frac{3}{4}$ mile off route to pick people up who cannot get to a route. Indeed many of the paratransit trip destinations would not require a deviation because the most popular stops are already served by the regular routes.

Paratransit is also more costly to operate than Rural Zone. Rural Zone operates more efficiently than Paratransit because the riders fit their trips to the established schedule. The regulations specific to Paratransit effectively require the schedule to be built around each individual trip request. Trips often cannot be grouped together because of specific Paratransit-only rules such as scheduling a pick-up within one hour of a requested time, or paratransit trips not being allowed to be overly long in duration. Paratransit is the least efficient and most costly service to operate. Replacing Paratransit service with deviating routes would greatly improve system efficiency and would protect CCPT from Paratransit capacity constraints while still providing the trips needed by the passengers currently served.

Part 2: Alternative Design:

Components:

- Run all regular routes as deviating fixed-route (route deviation) service throughout all service times. Buses will deviate up to $\frac{3}{4}$ mile off of the regular route to do pick-ups and drop-offs. Deviations will be a surcharge of \$1 regular and 50 cents for seniors. Deviation requests must be made the day before or up to two weeks in advance. Deviations are open to the general public and do not require an eligibility process.
- Institute a day pass of \$2 regular and \$1 senior so that round trips for Paratransit clients will be comparable in price under the alternative design, even when having to transfer between routes.
- Adjust regular routes in Plattsburgh to cover less territory and therefore have 15 minutes or more per hour to accommodate deviations.
 - Handle travel between CCC Dorms and CCC Campus with a separate seasonal route to free up time on the South Connector (new version of South City) route.
 - Eliminate North City route since its $\frac{3}{4}$ mile deviation zone would cover areas that could not be accessed efficiently (the Wallace Hill neighborhood is isolated on the far side of a limited access highway, but would have to be deviated to if it were within the $\frac{3}{4}$ mile zone).
 - Break West City route into an Uptown Downtown route and a West End route.
 - Incorporate popular paratransit destinations into the regular routes to reduce the need for deviations. Examples: Add Wellness Center to South Connector Route; add Hammond Lane and Champlain Valley Industries (CVI) to West End Route.

- Where routes link up, the buses will be scheduled to be there at the same time so there will be no waiting outside in the cold, heat, snow or rain for transfers. The schedule will be structured so that the cushion time is burned at these link stops. This means that if one bus had no deviations and the other one did, the person on the first bus will get to the link spot early and be able to wait on the warm bus for the second bus to arrive at the link spot on time.
- As always, buses will not be allowed to depart scheduled stops before the scheduled time.
- Buses freed up by the elimination of Paratransit service will serve as standby for deviation overflows. Each run will be able to accommodate two or three deviations depending on how far off route the deviations are. If a third or fourth or more deviation request is made, additional buses will be deployed on the route as necessary to meet the demand.
- There will be a small territory which was previously covered by paratransit service which will not be included in the $\frac{3}{4}$ mile deviation zone by the regular routes. This territory will be added to the Rural Zone service. Riders in this area will go from having six day a week service through paratransit to having three day a week service through Rural Zone. This territory includes Cumberland Head, Wallace Hill, parts of Morrisonville, and parts of Treadwell Mills. Areas such as Cliff Haven and Clinton Community College that are within the seasonal route's deviation zone, and the AuSable Route (rural route) deviation zone but not a year-round "city" route deviation zone will also be added to the Rural Zone service area.
- Implement a Facebook Page to post which runs will be deviating the following day to help passengers with their trip planning.
- This alternative design should make it so that everyone served by CCPT now will still be able to be served and have their transportation needs met. The difference will be that we will be providing the trips more efficiently in order to preserve the bus system.
- Pilot Program: After a suitable trial period and additional public engagement, if it is determined that the alternative design is not accomplishing its goals of improving system efficiency and protecting CCPT from Paratransit capacity constraint compliance concerns, then adjustments will be made to the design. If it is clear that the design is not working then the trial period may be less than three months, but the pilot program period will more likely be six months to a year.

Concerns and Criticisms of Change:

- A. Unmet Needs – Some people who currently use paratransit service are afraid that if paratransit service is eliminated that they will no longer be able to make the trips that they want or need to make. This is primarily a natural fear of the unknown. The design replaces paratransit with deviations on the regular routes. By making adjustments to the

regular routes and Rural Zone service, everyone who is currently served will still be able to be served.

- B. Timeliness of Service – Some have asserted that replacing paratransit with deviations will cause the entire system to run terribly off schedule and will therefore make the system unreliable. It is true that the deviations can cause individual stops to be make a few minutes late. This will be mitigated by adjusting the routes to have more cushion time to accommodate deviations and by deploying additional vehicles if more deviations are requested on a run than can be managed by a single bus on that run. This approach will cause the 1 hour loops to still operate within the 1 hour timeframe and will preserve bus to bus transfers between routes. Passengers who cannot risk being a few minutes late at their destination should not wait until the last possible run to get there; they should instead travel an hour earlier. An analysis of the origins and destinations currently being utilized in Paratransit reveals that many of the trips are already along regular routes. So a change to deviating routes will not mean that all previous paratransit trips will now require deviations. Some passengers may need deviations in order to get picked up at home, but many will not. Very few will need deviations to get to their destinations because most of the destinations are already served on the regular routes or will be after adjustments are made.
- C. Efficiency of Paratransit – Some have asserted that if CCPT ran paratransit more efficiently then it would not be necessary to cut it. The reality is that the rules specific to paratransit make it impossible to run as efficiently as it would need to be in order to be self-supporting financially, at least in a rural area like Clinton County. Bigger cities are able to support their paratransit programs because they generate far greater volume of passengers and revenue on their regular routes compared with small rural systems like CCPT. Bigger cities are also in a better position to deploy more drivers and vehicles to keep up with the demand for paratransit rides and avoid capacity constraints. NYSDOT has indicated to CCPT that CCPT is one of only five upstate rural transit systems doing Paratransit service at this point (the others being: County of Chautauqua, City of Oneonta, City of Gloversville, and City of Amsterdam).
- D. System Plan – It has been suggested that there is a system plan that CCPT needs to submit to NYSDOT or the FTA in order to receive funding for some of its services that it is not being funded currently. This is an inaccurate statement. CCPT is funded primarily through dedicated state funds called State Mass-Transportation Operating Assistance (STOA) which is a subsidy based on the revenue passengers and revenue miles of a system. CCPT is also funded through the FTA Section 5311 Non-Urban program. Both of these programs fund all of CCPT services the same way. There are no funds that are

being withheld and there is no plan that CCPT is being asked to develop that would affect CCPT's funding.

E. Equivalent Service – The FTA/ADA regulations require a transit entity to do one of the following two options:

1. Operate Fixed-Route service and complement the fixed-route service with paratransit service within a minimum of $\frac{3}{4}$ mile; or
2. Operate Fixed-Route service where the routes will deviate up to $\frac{3}{4}$ mile off route.

CCPT has been operating under option 1 and this proposal is to instead operate under option 2. The routes will need to be adjusted to allow more time for deviations and this will affect the $\frac{3}{4}$ mile deviation zone compared to the current Paratransit service area. The Rural Zone service area will be expanded to make sure there is no gap in coverage. A day pass will be instituted to keep fares comparable to what they were for Paratransit. Regular route fare is \$1.00 regular and 50 cents senior. Paratransit is \$2.00 regular and \$1.00 senior. A day pass that is \$2.00 regular and \$1.00 senior will help keep costs down for Paratransit riders who may need to now transfer between bus routes. The deviation sur-charge will be \$1.00 regular and 50 cents senior. So a round trip involving one deviation on each end will cost \$4.00 regular and \$2.00 senior, which is the same as a round trip on Paratransit currently. Many paratransit riders also make use of the regular routes for some of their trips currently. This works just fine. All of the vehicles in the fleet are equipped with wheelchair lifts and can be used in any of the service types.

Deviations are available to the general public, not just Paratransit eligible riders. Some riders will find the new design more convenient because popular stops like Hammond Lane and the Wellness Center will be included as regular stops on the regular routes. Other riders will find the new design less convenient because they may have to transfer between bus routes, which is something they typically do not have to do now on Paratransit. We regret the inconvenience, but given the difficult situation of the bus program, inconvenience is preferable compared to having no service at all.

Picking up all passengers with the regular buses is the most inclusive setting possible. Paratransit service involves using a separate bus.

F. Preference for Rural Riders – It has been suggested that Clinton County is sacrificing Paratransit service in the greater Plattsburgh area in favor of "rural" riders outside of the greater Plattsburgh area. They suggest that the Rural Zone service be eliminated instead of the Paratransit service. Both of these services do operate at a net loss. Both of these services also serve many seniors and individuals with disabilities. However, many Rural Zone riders would not have a transportation alternative if Rural Zone were eliminated.

Paratransit riders can still have their trip needs met by using the regular routes and deviation of those routes as needed. Even if the Rural Zone service were eliminated it would only free up one bus towards Paratransit service. Rural Zone service operates more efficiently than Paratransit service because the riders adhere to the established schedule. Paratransit must be scheduled around the requests of each individual rider on a daily basis and nearby rides often cannot be grouped together outside of the 1 hour window.

- G. Run Paratransit as a Route – It has been suggested that a route be made to pick up Paratransit passengers more efficiently. Paratransit and regular routes are separate, mutually exclusive service types. Paratransit service can be limited to approved eligible individuals only whereas routes cannot. The closest way to accomplish this idea would be to deviate the regular routes, which is the proposed solution.

Impacts and Mitigations:

One of the biggest impacts will be passengers having to transfer between bus routes. Paratransit passengers currently enjoy curb-to-curb service where they do not have to change bus routes to get between home and their destinations. Having to transfer between buses will be an inconvenience. A mitigation of this impact will be having the bus routes meet at link points at the same time so passengers can transfer immediately from one bus to the other without having to wait outside in the cold, heat, snow, or rain.

Multiple individuals indicated that they need to go between Flynn Avenue and Eye Care for the Adirondacks. Paratransit can provide these trips currently but after the change they would have to transfer between the South Connector route and the Champlain/Rouses Point route. An additional obstacle is that the Champlain/Rouses Point route only has five runs daily, so there would be limited opportunities to come and go from Eye Care for the Adirondacks. To mitigate this impact, Eye Care for the Adirondacks has been included in the deviation zone for the South Connector route. This will mean that there will be hourly opportunities to come and go from this destination and passengers coming from Flynn Avenue (the origin of most requests to Eye Care for the Adirondacks) will not have to transfer buses to make the trip.

One paratransit passenger is not able to ride with other passengers because of severe anxiety and/or other mental illness disabilities. This passenger is able to use paratransit currently because they have not had to ride with any other passengers. Using the regular routes with all the other passengers is not something this person could do. Almost all of their trips are medical related and they will be able to get Medicaid transportation through Joint Council for Economic Opportunity (JCEO) after CCPT replaces paratransit with deviations. They have indicated they can afford an occasional taxi for non-medical trips and will be all set because of JCEO's help.

A senior who is legally blind lives on Cumberland Head but does volunteer work in Plattsburgh. They will only be able to come to Plattsburgh three days a week instead of six days a week

because they will have Rural Zone service available to them instead of paratransit service after the change. This may affect their ability to continue their volunteer work. JCEO is not able to transport this person. We will continue to reach out to other transportation providers such as the Retired Senior Volunteer Program (RSVP) to see if something can be done to accommodate these trips.

A student participates in summer programs at Clinton Community College (CCC) that end at 9:00pm. Currently the South City Route is able to provide their return trip downtown that late at night. After the change, their only option to come and go from CCC during the summer will be the AuSable route which only has five runs per day and none of them pick-up at CCC after 9pm. This student seems to be alone in their situation based on the ridership on the South City route. Since it would not be appropriate to design a public transit system around a single individual's needs, it would not be financially responsible to run a late bus that likely only this one passenger would ride. There will be service to CCC for pick-up after 9pm during the Fall and Spring semesters since there are night classes that get out as late as 9pm and many students will need transportation back to the off-campus dormitories.

Part 3: Timetable for Implementing Deviation Design (Replacement of Complementary Paratransit Service with Deviation Service):

- July 10, 2017 – Presentation of the Draft Plan for Deviation Service to the Legislative Transportation Committee.
- July 19, 2017 – Advertise for a Public Meeting, and schedule a Coordinated Transportation & Human Services Meeting.
- Week of August 7, 2017 – Hold Coordinated Transportation & Human Services meeting and Public Meeting.
- August 14, 2017 – Present findings of the public meetings to the Legislative Transportation Committee.
- September 13, 2017 – Public Hearings on the Plan for Deviation Service (One public hearing during the day with staff and one public hearing at the Regular Session of the Clinton County Legislature that evening.)
- September 27, 2017 – Consideration on Resolution to implement Deviation Service Plan.
- October 2017 – Travel training with various passengers and human service agencies to familiarize them with the new deviation service.
- November 1, 2017 – Publish new schedules reflecting the deviation service.
- January 2, 2017 – Start Deviation Service

Part 4: Education, Outreach, and Travel Training:

Replacing Paratransit service with Route Deviation service would involve a significant change from the perspective of CCPT passengers. Riders are accustomed to the current structure of services and it would take some getting used to a new structure of services. An individual must first be aware of a service before that person can make use of the service. Furthermore, a person's familiarity with how a service works is also a determining factor in whether a person uses a service as well as how often a person uses a service. For these reasons, education, outreach, and travel training efforts will be important for helping the transition in service structure to be as smooth as possible. The following efforts are planned to help mitigate the challenges for CCPT riders created by the proposed change in service:

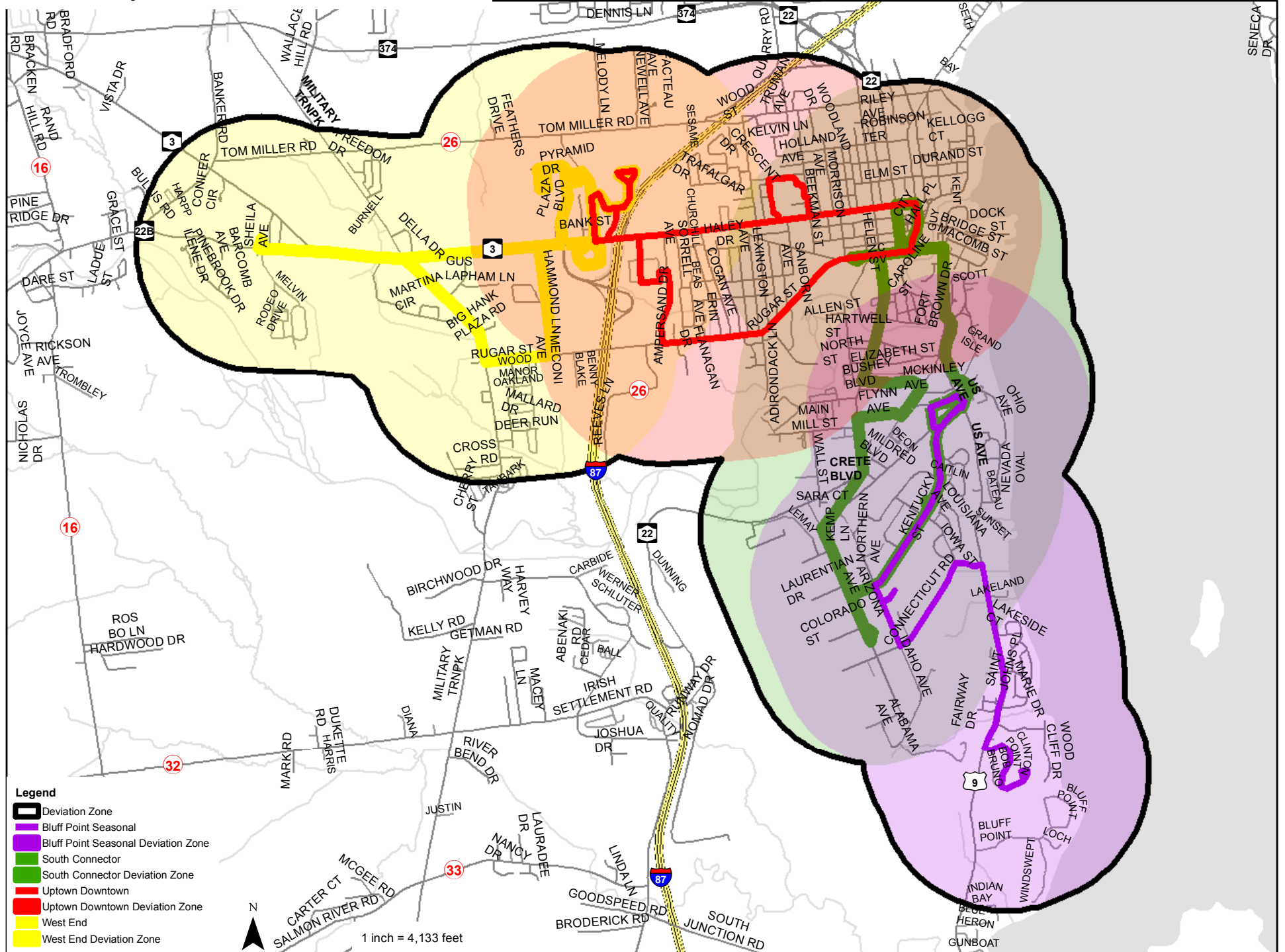
- A. Availability of the new bus schedule. The CCPT bus schedule remains the primary source of information about CCPT services for CCPT passengers. For past CCPT service changes, the new bus schedule has typically been made available two to four weeks in advance of the implementation date. The change from Paratransit service to Route Deviation service is proposed to go into effect on January 1st, 2018. This change represents one of the most significant changes in services in the history of CCPT. To give passengers more time to learn about the new structure of services, the new bus schedule will be made available six to twelve weeks in advance of the change. Therefore the new schedule can be expected to be published between October 9th and November 20th.
- B. The Planning Office will also contact the local newspaper, Plattsburgh Press Republican, to request an opportunity to describe the implementation of the new deviation service and how the service will operate. The Press Republican is a major source for the conveyance of information and an article in the newspaper will greatly assist in getting the word out on the new service.
- C. Travel Training. Requesting deviations will be new to many CCPT passengers, but it is very similar to calling CCPT dispatch to make arrangements for a paratransit or Rural Zone trip or to request an Upon Request stop on one of the regular routes. As long as the passenger calls 518-561-1452 the day before they need the trip, CCPT dispatch will be able to assist them with making the arrangements and answer any questions that they have. Being picked up by the regular bus while it is off-route is another new concept for many CCPT passengers and may require additional efforts to help riders understand how it works. The best way for a passenger to become familiar with how deviations work is to request a deviation service pick-up or drop-off and ride the bus. However, this becomes a catch-22 for many because they will not request a deviation if they do not understand how deviations work. The solution is to offer travel training where individuals can ride a spare bus which is following one of the proposed deviation service routes. The bus will leave the route to do a pick-up at an off-route location before returning to the regular

route at the same point where the bus left the route. The bus then continues to perform the regular route from where it left off; finishing the loop. Therefore, travel training allows the person to overcome the barrier of not understanding the new system by giving the person a chance to experience a deviation in advance of the implementation of the proposed service changes. Multiple travel training opportunities will be made available in October and November of 2017. The timing of the travel trainings will depend on the availability of spare buses.

- D. Outreach. To maximize the effectiveness of the measures described above in 'A', 'B', and 'C' of this Part, notice of these efforts must be widely made. Radio, television, and newspaper media entities will be notified of the exact schedule release date once it is known, as well as the dates and times of travel training events. Requests will be made for the information to be shared on community calendars and in the newsletters produced by various agencies. Notice will be posted on the CCPT website: www.clintoncountypublictransit.com, at the main CCPT bus stop and on the CCPT buses. Notice will be shared with human service agencies and human service agencies will be encouraged to participate in travel training so they will be better able to assist their clients who may have transportation concerns. All notices will encourage anyone with questions or concerns to contact the Clinton County Planning Technician at 518-565-4713 or james.bosley@clintoncountygov.com.

The "APPENDIX A – Maps and Timetables" begins on the next page.

CCPT "City" Routes and Deviation Zones



West End Bus Route - Clinton County Public Transit (CCPT) - 518-561-1452

Current as of January 1st, 2018. Operates Monday Through Friday. The bus Schedule contains information about services being closed on certain holidays and due to weather and other emergencies.

Run	*** Champlain Centre Mall	K-Mart	Price Chopper Market 32	Hammond Lane (See note below)	Champlain Valley Industries (CVI) - Industrial Boulevard	Diamond Comics	Kinney Drugs - Military Turnpike	BHSN Morrisonville	Plattsburgh Medical Care	Military Recruitment Office	DeGrandpre Way Medical Offices	CVPH Health Plaza	Hannaford Grocery Store	*** Champlain Centre Mall
R1.	START 7:23 AM	FLAG	7:33 AM	7:38 AM	UR	FLAG	UR	7:54 AM	UR	UR	UR	UR	8:15 AM	8:23 AM
R2.	8:23 AM	FLAG	8:33 AM	8:38 AM	UR	FLAG	UR	8:54 AM	UR	UR	UR	UR	9:15 AM	9:23 AM
R3.	9:23 AM	FLAG	9:33 AM	9:38 AM	UR	FLAG	UR	9:54 AM	UR	UR	UR	UR	10:15 AM	10:23 AM
R4.	10:23 AM	FLAG	10:33 AM	10:38 AM	UR	FLAG	UR	10:54 AM	UR	UR	UR	UR	11:15 AM	11:23 AM
R5.	11:23 AM	FLAG	11:33 AM	11:38 AM	UR	FLAG	UR	11:54 AM	UR	UR	UR	UR	12:15 PM	12:23 PM
R6.	12:23 PM	FLAG	12:33 PM	12:38 PM	UR	FLAG	UR	12:54 PM	UR	UR	UR	UR	1:15 PM	1:23 PM
R7.	1:23 PM	FLAG	1:33 PM	1:38 PM	UR	FLAG	UR	1:54 PM	UR	UR	UR	UR	2:15 PM	2:23 PM
R8.	2:23 PM	FLAG	2:33 PM	2:38 PM	UR	FLAG	UR	2:54 PM	UR	UR	UR	UR	3:15 PM	3:23 PM
R9.	3:23 PM	FLAG	3:33 PM	3:38 PM	UR	FLAG	UR	3:54 PM	UR	UR	UR	UR	4:15 PM	4:23 PM
R10.	4:23 PM	FLAG	4:33 PM	4:38 PM	UR	FLAG	UR	4:54 PM	UR	UR	UR	UR	5:15 PM	5:23 PM
R11.	5:23 PM	FLAG	5:33 PM	5:38 PM	UR	FLAG	UR	5:54 PM	UR	UR	UR	UR	6:15 PM	6:23 PM
R12.	6:23 PM	FLAG	6:33 PM	6:38 PM	UR	FLAG	UR	6:54 PM	UR	UR	UR	UR	7:15 PM	END 7:23 PM

*** Indicates a meet-up point with one or more other bus routes. "FLAG" indicates a popular flag stop. "UR" indicates an upon request stop.

Hammond Lane: The West End Bus Route will pull into any parking lot / plaza along Hammond Lane as an upon request stop.

Uptown Downtown Bus Route - Clinton County Public Transit (CCPT) - 518-561-1452

Current as of January 1st, 2018. Operates Monday Through Friday. The bus Schedule contains information about services being closed on certain holidays and due to weather and other emergencies.

Run	*** Government Center - Cornelia Street	Durkee Street	Angell College Center - Rugar Street	Plattsburgh High School - Rugar Street	Westwood Drive	Consumer Square Between WalMart and Sam's Club	*** Champlain Centre Mall	Rite Aid - Cornelia Street	ALDI's Grocery - Cornelia Street	Big Lots - Plattsburgh Plaza	CVPH Hospital	*** Government Center - Cornelia Street
R1.	START 6:53 AM	FLAG	6:58 AM	UR	UR	7:09 AM	7:23 AM	UR	UR	UR	7:38 AM	7:53 AM
R2.	7:53 AM	FLAG	7:58 AM	UR	UR	8:09 AM	8:23 AM	UR	UR	UR	8:38 AM	8:53 AM
R3.	8:53 AM	FLAG	8:58 AM	UR	UR	9:09 AM	9:23 AM	UR	UR	UR	9:38 AM	9:53 AM
R4.	9:53 AM	FLAG	9:58 AM	UR	UR	10:09 AM	10:23 AM	UR	UR	UR	10:38 AM	10:53 AM
R5.	10:53 AM	FLAG	10:58 AM	UR	UR	11:09 AM	11:23 AM	UR	UR	UR	11:38 AM	11:53 AM
R6.	11:53 AM	FLAG	11:58 AM	UR	UR	12:09 PM	12:23 PM	UR	UR	UR	12:38 PM	12:53 PM
R7.	12:53 PM	FLAG	12:58 PM	UR	UR	1:09 PM	1:23 PM	UR	UR	UR	1:38 PM	1:53 PM
R8.	1:53 PM	FLAG	1:58 PM	UR	UR	2:09 PM	2:23 PM	UR	UR	UR	2:38 PM	2:53 PM
R9.	2:53 PM	FLAG	2:58 PM	UR	UR	3:09 PM	3:23 PM	UR	UR	UR	3:38 PM	3:53 PM
R10.	3:53 PM	FLAG	3:58 PM	UR	UR	4:09 PM	4:23 PM	UR	UR	UR	4:38 PM	4:53 PM
R11.	4:53 PM	FLAG	4:58 PM	UR	UR	5:09 PM	5:23 PM	UR	UR	UR	5:38 PM	5:53 PM
R12.	5:53 PM	FLAG	5:58 PM	UR	UR	6:09 PM	6:23 PM	UR	UR	UR	6:38 PM	END 6:53 PM

*** Indicates a meet-up point with one or more other bus routes. "FLAG" indicates a popular flag stop. "UR" indicates an upon request stop.

The Uptown Downtown Bus Route will stop at the CVPH Fitzpatrick Cancer Center and the CVPH Emergency Care Center (Emergency Room) entrance Upon Request.

South Connector Bus Route - Clinton County Public Transit (CCPT) - 518-561-1452 - Current as of January 1st, 2018

Operates Monday Through Friday. The South Connector Bus Route operates on Labor Day if Clinton Community College (CCC) classes are in session. The bus schedule contains information about services being closed on certain holidays and due to weather and other emergencies.

Run	*** Government Center - Cornelia Street	Broad Street Commons	Renaissance Village - South Catherine Street	Momot Elementary School - Monty Street	Lakeview Towers Apartments - Flynn Avenue	Russell Barnard Apartments - Flynn Avenue	Southside Grocery (Valero Gas) - South Peru Street	130 Arizona Avenue	CCC Dorms	Wellness Center	Lake Country Village	Seton Catholic Central - New York Road	*** Yando's Big M - Skyway Plaza	80 Sharron Avenue Plaza	Across from E.T.S. / One Work Source - US Oval	*** Government Center - Cornelia Street
R1.	START 6:53 AM	6:58 AM	FLAG	7:04 AM	7:07 AM	7:09 AM	7:13 AM	7:17 AM	UR	UR	UR	7:20 AM	7:25 AM	7:27 AM	7:31 AM	7:53 AM
R2.	7:53 AM	7:58 AM	FLAG	8:04 AM	8:07 AM	8:09 AM	8:13 AM	8:17 AM	UR	UR	UR	UR	8:25 AM	8:27 AM	8:31 AM	8:53 AM
R3.	8:53 AM	8:58 AM	FLAG	9:04 AM	9:07 AM	9:08 AM	9:13 AM	9:17 AM	UR	UR	UR	UR	9:25 AM	9:27 AM	9:31 AM	9:53 AM
R4.	9:53 AM	9:58 AM	FLAG	10:04 AM	10:07 AM	10:09 AM	10:13 AM	10:17 AM	UR	UR	UR	UR	10:25 AM	10:27 AM	10:31 AM	10:53 AM
R5.	10:53 AM	10:58 AM	FLAG	11:04 AM	11:07 AM	11:09 AM	11:13 AM	11:17 AM	UR	UR	UR	UR	11:25 AM	11:27 AM	11:31 AM	11:53 AM
R6.	11:53 AM	11:58 AM	FLAG	12:04 PM	12:07 PM	12:09 PM	12:13 PM	12:17 PM	UR	UR	UR	UR	12:25 PM	12:27 PM	12:31 PM	12:53 PM
R7.	12:53 PM	12:58 PM	FLAG	1:04 PM	1:07 PM	1:09 PM	1:13 PM	1:17 PM	UR	UR	UR	UR	1:25 PM	1:27 PM	1:31 PM	1:53 PM
R8.	1:53 PM	1:58 PM	FLAG	2:04 PM	2:07 PM	2:09 PM	2:13 PM	2:17 PM	UR	UR	UR	UR	2:25 PM	2:27 PM	2:31 PM	2:53 PM
R9.	2:53 PM	2:58 PM	FLAG	3:04 PM	3:07 PM	3:09 PM	3:13 PM	3:17 PM	UR	UR	UR	3:20 PM	3:25 PM	3:27 PM	3:31 PM	3:53 PM
R10.	3:53 PM	3:58 PM	FLAG	4:04 PM	4:07 PM	4:09 PM	4:13 PM	4:17 PM	UR	UR	UR	UR	4:25 PM	4:27 PM	4:31 PM	4:53 PM
R11.	4:53 PM	4:58 PM	FLAG	5:04 PM	5:07 PM	5:09 PM	5:13 PM	5:17 PM	UR	UR	UR	UR	5:25 PM	5:27 PM	5:31 PM	5:53 PM
R12.	5:53 PM	5:58 PM	FLAG	6:04 PM	6:07 PM	6:09 PM	6:13 PM	6:17 PM	UR	UR	UR	UR	6:25 PM	6:27 PM	6:31 PM	END 6:53 PM
S1.	6:53 PM	6:58 PM	FLAG	7:04 PM	7:07 PM	7:09 PM	7:13 PM	7:17 PM	UR	UR	UR	UR	7:25 PM	7:27 PM	7:31 PM	7:53 PM
S2.	7:53 PM	7:58 PM	FLAG	8:04 PM	8:07 PM	8:09 PM	8:13 PM	8:17 PM	UR	UR	UR	UR	8:25 PM	8:27 PM	8:31 PM	8:53 PM
S3.	8:53 PM	8:58 PM	FLAG	9:04 PM	9:07 PM	9:09 PM	9:13 PM	9:17 PM	UR	UR	UR	UR	9:25 PM	9:27 PM	9:31 PM	END 9:53 PM

The South Connector Route is available to deviate to Eye Care for the Adirondacks even though it is more than 3/4 mile from the route. If requested, this deviation would occur between the ETS stop and the Government Center stop.

*** Indicates a meet-up point with one or more other bus routes. "FLAG" indicates a popular flag stop. "UR" indicates an upon request stop.

Runs S1, S2, and S3 only operate during the Fall and Spring Semesters of Clinton Community College when classes are in session.

Bluff Point Seasonal Bus Route - CCPT - 518-561-1452

Current as of January 1st, 2018. Operates Monday Through Friday during the Fall and Spring Semesters of Clinton Community College when classes are in session; including Labor Day if classes are in session on Labor Day. The bus schedule contains information about services being closed on certain holidays and due to weather and other emergencies.

Run	CCC Dorms	Clinton Community College	CCC Dorms	*** Skyway Plaza Yando's Big M	CCC Dorms
S1.	7:02 AM	7:10 AM	7:19 AM	7:25 AM	7:32 AM
S2.	7:32 AM	7:40 AM	7:49 AM	7:55 AM	8:02 AM
S3.	8:02 AM	8:10 AM	8:19 AM	8:25 AM	8:32 AM
S4.	8:32 AM	8:40 AM	8:49 AM	8:55 AM	9:02 AM
S5.	9:02 AM	9:10 AM	9:19 AM	9:25 AM	9:32 AM
S6.	9:32 AM	9:40 AM	9:49 AM	9:55 AM	10:02 AM
S7.	10:02 AM	10:10 AM	10:19 AM	10:25 AM	10:32 AM
S8.	10:32 AM	10:40 AM	10:49 AM	10:55 AM	11:02 AM
S9.	11:02 AM	11:10 AM	11:19 AM	11:25 AM	11:32 AM
S10.	11:32 AM	11:40 AM	11:49 AM	11:55 AM	12:02 PM
S11.	12:02 PM	12:10 PM	12:19 PM	12:25 PM	12:32 PM
S12.	12:32 PM	12:40 PM	12:49 PM	12:55 PM	1:02 PM
S13.	1:02 PM	1:10 PM	1:19 PM	1:25 PM	1:32 PM
S14.	1:32 PM	1:40 PM	1:49 PM	1:55 PM	2:02 PM
S15.	2:02 PM	2:10 PM	2:19 PM	2:25 PM	2:32 PM
S16.	2:32 PM	2:40 PM	2:49 PM	2:55 PM	3:02 PM
S17.	3:02 PM	3:10 PM	3:19 PM	3:25 PM	3:32 PM
S18.	3:32 PM	3:40 PM	3:49 PM	3:55 PM	4:02 PM
S19.	4:02 PM	4:10 PM	4:19 PM	4:25 PM	4:32 PM
S20.	4:32 PM	4:40 PM	4:49 PM	4:55 PM	5:02 PM
S21.	5:02 PM	5:10 PM	5:19 PM	5:25 PM	5:32 PM
S22.	5:32 PM	5:40 PM	5:49 PM	5:55 PM	6:02 PM
S23.	6:02 PM	6:10 PM	6:19 PM	6:25 PM	6:32 PM
S24.	6:32 PM	6:40 PM	6:49 PM	6:55 PM	7:02 PM
S25.	7:02 PM	7:10 PM	7:19 PM	7:25 PM	7:32 PM
S26.	7:32 PM	7:40 PM	7:49 PM	7:55 PM	8:02 PM
S27.	8:02 PM	8:10 PM	8:19 PM	8:25 PM	8:32 PM
S28.	8:32 PM	8:40 PM	8:49 PM	8:55 PM	9:02 PM
S29.	9:02 PM	9:10 PM	9:19 PM	9:25 PM	END 9:32 PM

*** Indicates a meet-up point with one or more other bus routes. "FLAG" indicates a popular flag stop. "UR" indicates an upon request stop.

The South Connector Bus Route links up with the Bluff Point Seasonal Bus Route at Skyway Plaza at 25 minutes after the hour only. The two routes do not link up at 55 minutes after the hour.