



# RECENT INITIATIVES AND RESOURCES IN NEW YORK CITY

## I. Creating an Awareness of Mobility Challenges

New York is addressing the needs of our aging population by using initiatives to create an awareness of the mobility challenges and issues facing older adults. In October 2010, the New York State Office for Aging released the advisory workgroup report, *Livable New York: Sustainable Communities for All Ages*. The directive for the *Livable New York* initiative comes from Section 202 of New York State Elder Law. It presents recommendations that address community development needs for New York's diverse population and intends to foster livable communities across the state.<sup>1</sup>

Meanwhile, New York City has already developed a framework for its age-friendly initiatives, *Age-Friendly NYC: Enhancing Our City's Livability for Older New Yorkers*, issued by the Office of the Mayor in August of 2009. This study builds on the work of the World Health Organization (WHO) *Global Age-Friendly Cities Initiative* (2007) which engaged older adults and others in 35 cities from 22 countries around the world in identifying the core components and features of an age-friendly city through the lens of WHO's "Active Ageing Framework."<sup>2</sup>

<sup>1</sup> New York State Office for Aging, *Livable New York*.

<sup>2</sup> World Health Organization. *Active Ageing: A Policy Framework*.

This framework shifts city planning away from a "needs-based" approach toward a "rights-based" approach recognizing that individuals should have equal opportunity and treatment in all aspects of life as they grow older.<sup>3</sup>

*Toward an Age-Friendly NYC: A Findings Report* released by the New York Academy of Medicine (NYAM) followed the WHO study in September 2008. Using the Global Age-Friendly Cities Initiative as a framework, the City and NYAM embarked on a comprehensive assessment of the age-friendliness of New York City. The study, done in partnership with the Office of the Mayor, the New York City Council and the New York Academy of Medicine, was designed to make New York City a better place in which to grow old. It is the result of a yearlong citywide public engagement campaign consisting of town hall meetings, focus groups, interviews and feedback from non-profit organizations and the academic community. The objective was to assess the city from the perspective of older residents in order to identify potential areas for improvement.<sup>4</sup>

*Age-Friendly NYC* issued in 2009 represents the next stage in this series of efforts to create a responsive environment to the needs of

<sup>3</sup> Mayor's Office. *Age Friendly NYC-Enhancing Our City's Livability for Older New Yorkers*.

<sup>4</sup> New York Academy of Medicine. *Toward an Age-Friendly NYC*.

seniors and an awareness of their issues. It sets out to identify 59 city-sponsored initiatives relating to older adults. The Office of the Mayor is planning to issue an update report to inform the public about the city's progress with the 59 initiatives in the near future. This study, *Mobility Initiatives For An Aging Population: A Scan of Current Practices* is one of those initiatives. Fourteen of the 17 case studies analyzed in this document relates to an issue or initiative that is included in *Age-Friendly NYC*.

At the time of the release of *Age-Friendly NYC* the Mayor and the City Council Speaker also announced the creation of the *Age-Friendly NYC* Commission charged with engaging the public, private, academic and philanthropic sectors to build on the initiatives and recommendations of the *Age-Friendly NYC* assessment to advance New York City's position as one of the most livable cities in the world. The Commission is jointly chaired by the President of United Way of New York City and the Vice President of Global Community Affairs for IBM, and staffed by the New York Academy of Medicine.<sup>5</sup>

## II. Mobility Resources for Older Adults in New York City

New York City has an extensive transportation network made up of both public and private sources.<sup>6</sup> The following section will describe some of the existing programs available for older adults that reside in New York City. These programs fall under the auspices of many agencies and levels of government. These entities are involved in the implementation of mobility initiatives for older adults and many have contributed to this study. Although New York City's transportation network is vast, a group of factors may prevent the elderly from using the public transportation system. In areas where there are large concentrations of seniors, improvements to the existing conditions may provide older adults with better mobility options.

### AGENCIES AND ORGANIZATIONS

There are federal, state, and local agencies that provide services to older adults in New York City. Some agencies provide duplicate

<sup>5</sup> City of New York. Mayor's Office. "Mayor Bloomberg, Speaker Quinn and the New York Academy of Medicine Unveil Blueprint to Enhance City's Livability for Older New Yorkers."

<sup>6</sup> Metropolitan Transit Authority, *The MTA Network*.

services, but have specific eligibility requirements barring some people from their services. There are a number of public, private, and not-for-profit agencies and organizations that either provides services, information, or referrals. Outreach was made to various agencies throughout the process of completing this study. The agencies described below may play a key role in the development and implementation of future mobility initiatives for the aging population.

### New York State Office for the Aging (NYSOFA)

The mission of the New York State Office for the Aging is to help older New Yorkers to be as independent as possible for as long as possible through advocacy and cost-effective policies while providing programs and services to the aging older adult population.<sup>7</sup>

NYSOFA was created in 1961 by the Executive Order of the Governor in order to plan, create programs and coordinate services for the aging. It is interested in the implementation of initiatives for older adults. Under Executive Order, NYSOFA is empowered to review and comment on all program policies and legislative proposals sponsored by state agencies which would affect the aging population.

In addition, the New York State Office for the Aging:

- Advises and assists the Governor to develop policies to help meet the needs of older New Yorkers and to encourage their full participation in society;
- Coordinates State programs and services for the elderly;
- Stimulates community interest in problems of the aging;
- Promotes public awareness of resources available for the aging;
- Ensures the development of local programs; and
- Fosters and supports studies, research and education on the elderly.<sup>8</sup>

In October 2010, NYSOFA implemented *Livable New York* with assistance from professionals, community leaders, and consumers from across the State and the initiatives affiliate partners.<sup>9</sup> Significant changes in our demography and public policy are changing resident

<sup>7</sup> New York State Office for the Aging, *Aging in New York – Executive Summary*.

<sup>8</sup> New York State Office for the Aging, "Aging in New York – About NYSOFA."

<sup>9</sup> New York State Office for the Aging, *Livable New York*.



and community profiles. *Livable New York* is aimed at adapting to the needs of the residents and neighborhoods by creating livable communities for the State's older people, younger people with disabilities, families and caregivers through the likes of: zoning, universal design and accessibility, mobility, transportation, housing options and development.<sup>10</sup>

### **New York City Department for the Aging (DFTA)**

Established in 1968, the New York City Department for the Aging (DFTA) plans, coordinates and implements programs for older adults, advocates on their behalf, conducts research and policy analysis, and administers federal, state, and city funds for services. DFTA contracts with community partners to provide congregate meals, senior center programs, transportation, case management, home care, legal assistance, and other social services.<sup>11</sup> DFTA is the primary agency responsible for addressing the needs of aging New Yorkers, providing services to more than 300,000 seniors.<sup>12</sup> Funding for the congregate meal program has been in place in New York City for approximately 40 years, with the implementation of the Older Americans Act.<sup>13</sup> Although, the DFTA is not required to provide transportation for the congregate meal program, the Older Americans Act says that funds can be used for this purpose.<sup>14</sup>

Transportation services are also available to transport older adults to a variety of locations and appointments, including senior centers, service agencies, recreational activities, and medical appointments, but the arrangements must be scheduled in advance. However, there are times when last minute plans can be accommodated. DFTA's age requirements are set by the Federal government, a primary source of the agency's funding. Seniors must be over the age of 60 to participate in the meal program, to have access to senior centers, and to use transportation services.

The Older Americans Act requires that area agencies on aging (like DFTA) provide services with particular attention to low-income older individuals, including low-income minority older individuals. Prior to issuing a Request for Proposal (RFP), research is conducted

<sup>10</sup> Ibid.

<sup>11</sup> Department for the Aging. *Promoting Positive Aging*.

<sup>12</sup> Department for the Aging. *Promoting Positive Aging*.

<sup>13</sup> Stephens, *Critical Factors in the Successful Utilization of Senior Center Meals*.

<sup>14</sup> Linda Black, Department for the Aging, Email Correspondence, 24 May 2010.

including an analysis of the older adult population and the utilization of the Population In Need (PIN) formula.<sup>15</sup> The PIN is determined by assessing the decennial U.S. Census data presented by borough and by the 59 community districts.<sup>16</sup> In addition to identifying where the neediest elderly live, PIN methodology is also used to determine where new senior centers should be located.<sup>17</sup>

Beginning in 1997, the Department of Education (then Board of Education) provided school bus transportation for seniors during the time when students were not being transported. The participating seniors received transportation to locations including museums, shopping, botanical gardens, and department stores. However, in 2008 there was an emphasis on encouraging seniors to use the buses to go to supermarkets when they signed up for school bus transportation.<sup>18</sup>

Additionally, DFTA coordinates with the New York City Department of Transportation's Office of Safety Education on initiatives to improve pedestrian safety. It also works with transportation agencies including New York State Department of Transportation, New York City Department of Transportation, the Metropolitan Transportation Authority, and the New York Metropolitan Transportation Council, to improve transportation services for older adults and New Yorkers of all ages.<sup>19</sup>

### **New York City Department of Transportation (NYCDOT)**

New York City Department of Transportation (NYCDOT) provides safe, efficient, and environmentally responsible movement of people and goods, maintains and enhances transportation infrastructure, improves traffic mobility, reduces congestion, and encourages mass transit.<sup>20</sup> NYCDOT has been working on Safe Streets for Seniors which is a pedestrian safety initiative that outlines a number of traffic calming measures. These measures aim to benefit some of the most vulnerable users of New York City's streets and sidewalks. The report identifies a number of areas with high concentrations of elderly that also have high pedestrian fatality rates. There are twenty-five

<sup>15</sup> Linda Black, Department for the Aging, Email Correspondence, 8 July 2009.

<sup>16</sup> Hevesi. *Letter to Mr. Edwin Mendez-Santiago*.

<sup>17</sup> Ibid.

<sup>18</sup> Linda Black, Department for the Aging, Email Correspondence, 24 May 2010.

<sup>19</sup> Linda Black, Department for the Aging, Email Correspondence, 24 May 2010

<sup>20</sup> New York City Department of Transportation, NYC DOT – About DOT.

neighborhoods that are identified as senior focus areas.<sup>21</sup> The five areas identified in the pilot program are: Brighton Beach (Brooklyn), Flushing (Queens), Lower East Side (Manhattan), Fordham/University Heights (the Bronx), and New Dorp/Hylan Boulevard (Staten Island).<sup>22</sup>

Although each study area has unique issues that detract from the pedestrian experience, there are some general concerns that each intersection has in common. The most common issues are: lack of sufficient time to cross the street, broken or missing pedestrian ramps, faded and hard-to-see markings, turning vehicles failing to yield, and poor drainage or ponding in crosswalks.<sup>23</sup> NYCDOT identified some typical improvements to alleviate these pedestrian issues, such as: changing the signal time to three feet per second, restriping markings, repairing broken pedestrian ramps and curbs, installing high visibility crosswalks and advanced stop bars, installing pedestrian refuge islands or neckdowns, narrowing roadways, and installing leading pedestrian interval (LPI) at pedestrian signals.<sup>24</sup>

NYCDOT began implementing some of the treatments at the five pilot locations in 2008. Currently, the treatments implemented at the pilot locations are under review. Other locations will receive improvements pending the results of the pilot.<sup>25</sup>

### New York City Department of City Planning (DCP)

The Department of City Planning (DCP) promotes strategic growth, transit-oriented development, and sustainable communities in the City. It establishes policies and zoning regulations applicable citywide and assists both government agencies and the public by providing policy analysis and technical assistance relating to housing, transportation, community facilities, demography, waterfront and public space.<sup>26</sup>

Because growth has been re-centralizing within the city, the city's land use policies have directed growth away from the city's auto-

dependent fringes towards the more transit-accessible areas closer to the city's core.<sup>27</sup> DCP partakes in the policies and zoning regulations that will handle and reorient this growth of population densities near transit-accessible areas. A consequence of redirecting growth to transit-accessible areas will be greater accessibility and mobility for the aging adult population, so that they may have access to the services or receive the care at home they need with greater ease. By encouraging higher population densities near public transportation, it is all the more important to ensure public transportation is accessible to everyone.

In light of the Mayor's Office *Age-Friendly NYC*, this report, the Department of City Planning's *Mobility Initiatives for an Aging Population: A Scan of Current Practices*, addresses issues and initiatives and their current application and consideration that serve the City of New York.

### Metropolitan Transportation Authority (MTA)

The Metropolitan Transportation Authority (MTA) operates North America's largest transportation network. This network serves people from New York City, Long Island, southeastern New York State, and Connecticut adding up to approximately 14.6 million people.<sup>28</sup> For the customer, the public buses in New York City run as one unified system, even though some of the buses are operated by the MTA and others by New York City Transit (NYCT).

According to the MTA Guide to Accessible Transit, there are more than 110 subway and commuter rail stations which are ADA accessible to people with disabilities.<sup>29</sup> The stations that comply with the Americans with Disabilities Act and are fully accessible have the following features: elevators or ramps, large-print and Braille signs, audio and visual information systems, accessible metrocard machines, accessible station booth windows, autogates, tactile warning strips on the subway platforms, and payphones at the required height.<sup>30</sup>

### New York City Transit (NYCT)

New York City Transit (NYCT) is the largest agency within the MTA

21 New York City Department of Transportation, *Safe Streets for Seniors Addressing Senior Pedestrian Focus Areas in New York City*.

22 Ibid.

23 Ibid.

24 Ibid.

25 Ibid.

26 New York City Department of City Planning, About Us – New York City Department of City Planning.

27 Department of City Planning. *Residential Parking Study*.

28 The Metropolitan Transportation Authority, *The MTA Network*.

29 The Metropolitan Transportation Authority. *MTA Guide to Accessible Transit*.

30 Ibid.



and transports approximately seven million people daily, more than 2 billion annually.<sup>31</sup> Most of the subway system was constructed prior to the Americans with Disabilities legislation meaning that there are a number of stations without elevators and escalators. An inaccessible subway system creates impediments for the elderly, passengers with small children, infants in strollers, and anyone carrying luggage. As a result of a 1984 settlement agreement, NYCT was required to provide a key station plan to show which stations would be selected to be made accessible and why.

The NYCT plan from July 1992 outlined 54 key stations that were to be made accessible.<sup>32</sup> The original number of 54 key stations has been increased to 100 fully accessible stations. According to the voluntary compliance agreement 67 key stations must be accessible by the end of 2010.<sup>33</sup> The original 54 key stations, which were outlined in the 1992 plan, were selected based on two criteria. The first was that they must be significant in terms of ridership, be an intermodal transfer point, and be in close proximity to commercial, educational, and activity centers. Secondly, stations were chosen based upon a geographic distribution and their proximity to other subway lines.<sup>34</sup> In addition to the criteria devised by the New York City Transit Authority (now called the NYCT), the United States Department of Transportation issued five criteria to implement the ADA at some of the stations.<sup>35</sup>

The five criteria are as follows:

- Passenger boarding is 15 percent higher than average
- Transfer stations on a rail line or between rail lines
- Major interchange points with other transportation modes
- End stations
- Stations serving major activity centers such as employment or government centers, hospitals or places of higher education<sup>36</sup>

According to the most recent 100 Key Station List, there are currently

<sup>31</sup> The Metropolitan Transportation Authority, *About NYC Transit*.

<sup>32</sup> New York City Transit Authority, *Final Key Station Plan*.

<sup>33</sup> New York City Transit, *Key Stations Report 1<sup>st</sup> Quarter 2009*.

<sup>34</sup> New York City Transit Authority, *Final Key Station Plan, July 1992*.

<sup>35</sup> *Ibid.*

<sup>36</sup> *Ibid.*

72 accessible stations. The rest are either in the construction, design, or planning phases.<sup>37</sup>

In addition to operating the subway system and bus network, NYCT administers New York City's paratransit service known as Access-A-Ride. The paratransit service is available to individuals deemed unable to use the public transportation system. Access-A-Ride is primarily a service used to transport people with physical disabilities. At present individuals age 65 and over and those with a qualifying disability are eligible for a reduced-fare metrocard which costs \$1.10 per ride (full fare is \$2.25 per ride). The reduced-fare benefits are available on all MTA New York City Transit subways, local and MTA buses. NYCT and MTA express buses offer reduced fares during non-rush hours only, and MTA Long Island Bus, MTA Long Island Rail Road, and MTA Metro-North Railroad offer reduced fares anytime except weekday rush hours to New York City terminals.<sup>38</sup>

New York City Transit is also responsible for local and express bus routes through all five boroughs and in Nassau and western Suffolk counties. New York City Transit, MTA Buses, and Long Island (LI) Buses are able to connect these routes to major subway and commuter points.<sup>39</sup> There are nearly 6,000 buses in NYC Transit's fleet that are accessible to wheelchair users.<sup>40</sup> These buses are outfitted with a kneeling feature that lowers the front entrance of the vehicle within inches from the ground for easy access by any customer with mobility impairments or difficulty using the front steps. The MTA Bus has wheelchair-accessible service on all of its 1,359 buses serving 35 express routes and 47 local routes. LI Bus provides wheelchair-accessible service on all of its 53 routes and has equipped its fleet of 333 buses with wheelchair lifts and kneeling ability. All LI Bus vehicles are equipped with systems that provide interior and exterior recorded announcements of routes and stops.<sup>41</sup>

In the summer of 2010, the MTA Long Island Bus's Able-Ride service added four-door sedans to its paratransit fleet as part of a pilot program to diversify their vehicles. A recent model that is being looked

<sup>37</sup> New York City Transit, *100 Key Stations List*.

<sup>38</sup> The Metropolitan Transportation Authority, *MTA Guide to Accessible Transit*.

<sup>39</sup> *Ibid.*

<sup>40</sup> The Metropolitan Transportation Authority, *A New Option for Access-A-Ride Users*.

<sup>41</sup> The Metropolitan Transportation Authority, *MTA Guide to Accessible Transit*.

at for demonstration is the First Mobility Vehicle, MV-1. The MV-1 has a deployable ramp that carries a 1,200-pound capacity and can sit five passengers — including two forward-facing wheelchairs or scooters. The ADA compliant vehicle is available in either gasoline or compressed natural gas (CNG) models.<sup>42</sup>

#### Permanent Citizens Advisory Committee to the MTA (PCAC)

PCAC was established in order to give a voice to the users of the largest public transportation system in the U.S.<sup>43</sup> PCAC lists a number of complaints and recommendations that they want the MTA to address. The majority of the grievances related to the subway system in the aforementioned report are mostly associated with elevators; such as disrepair, maintenance, accessibility, and their location.

In October 2008, the Permanent Citizens Advisory Committee (PCAC) to the MTA released a study called *Accessibility at the MTA*. The PCAC to the MTA was authorized in 1981 by the New York State Legislature. There are three separate rider councils that make up PCAC: Long Island Rail Road Commuter's Council (LIRRCC); the Metro-North Railroad Commuter Council (MNRCC); and the New York City Transit Rider's Council (NYCTRC).

#### New York City Office of the Mayor

The Mayor released *PlaNYC 2030* on Earth Day of 2007. The plan is to provide a long range planning framework for New York City. The plan outlines a series of goals for the city to achieve by 2030 in the areas of transportation, housing, and environmental sustainability. There are specific transportation initiatives outlined in the plan including; improving and expanding bus service, improving access to existing transit, and strengthening enforcement of traffic violations.<sup>44</sup> Although it does not explicitly state that the transportation initiatives will benefit the elderly, improving access and expanding service to the existing transportation system will benefit all transit users, including those with mobility limitations. There have been supplemental reports to *PlaNYC 2030* that have been released since the initial plan that indicate which initiatives have been achieved and track the

progress of those not yet realized.

The Mayor's Office released *Age-Friendly NYC, Enhancing Our City's Livability for Older New Yorkers* in August 2009. The initiatives of this report promote the development of housing the aged; public spaces and improving transportation facilities to accommodate the aged; and health and social services. This report highlights services that are currently available, as well as introduces new ideas that may benefit the growing elderly population, such as taxi vouchers and expansion of affordable, safe housing. As related to the issues and initiatives to the Mayor's Office *Age-Friendly NYC* report, the following scan of current practices attempts to address the transportation needs of the older adult population in New York City.

#### United Hospital Fund/ Naturally Occurring Retirement Communities (NORCs)

The United Hospital Fund, in a partnership with United Way of New York City, established an Aging in Place initiative in 1999, and is the primary organization that oversees New York City NORC (Naturally Occurring Retirement Community) programs.<sup>45</sup> Although, the origins of NORCs can be traced back to a neighborhood in Madison, Wisconsin two decades ago, New York City is attributed with establishing the first comprehensive NORC: Penn South in Manhattan.<sup>46</sup> The Penn South Co-op was established by the International Ladies Garment Workers Union in 1963. Many of the residents, former union workers, moved into the building when it was constructed and remained there throughout their adult life and into old age.<sup>47</sup> A full service senior center with professional staff and volunteers was established. *Age-Friendly NYC* finds that older adults appreciate and benefit from living in close-knit micro-communities. This issue is addressed in Initiative 20 of *Age-Friendly NYC*, where the provisions of additional supportive services to NORCS are recommended.<sup>48</sup>

<sup>42</sup> The Metropolitan Transportation Authority. *Ramping Up Accessibility While Lowering Costs*.

<sup>43</sup> Permanent Citizens Advisory Committee to the MTA. *Welcome Aboard: Accessibility at the MTA*.

<sup>44</sup> Mayor's Office. *PlaNYC 2030*.

<sup>45</sup> United Hospital Fund, *NORC Blueprint*.

<sup>46</sup> Buntin, *Seniors and the City*.

<sup>47</sup> Ibid.

<sup>48</sup> Mayor's Office. *Age-Friendly NYC-Enhancing Our City's Livability for Older New Yorkers*, August 2009.

## New York Metropolitan Transportation Council (NYMTC)

The New York Metropolitan Transportation Council is the regional council of governments that is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley. It provides a collaborative planning forum to address transportation-related issues, develop regional plans and make decisions regarding the use of federal transportation funds.<sup>49</sup>

### NYMTC as a Funding Source

There are a number of programs that receive monies from various funding sources in order to provide transportation services. One of these programs used to fund local transportation services for the elderly is the Section 5310 program. The purpose of this program is to provide transportation services that meet the needs of older adults and individuals with disabilities for whom other mass transit is unavailable, insufficient, or inappropriate. The capital grant program is administered by the Department of Transportation of New York State (NYSDOT).<sup>50</sup> There are two types of organizations that are eligible to apply for this program: private, not-for-profit organizations within New York State and public bodies. The program is certification, to the governor, that there aren't any not-for-profit organization readily available in the area to provide transportation services as mentioned above.<sup>51</sup>

Applications submitted for funding through this program are reviewed and evaluated by members of the local and regional review agencies: New York Metropolitan Transportation Council (NYMTC), New York State Department of Transportation (NYSDOT) Regional Office, and Interagency Review Committee.<sup>52</sup> The local Interagency Review Committee includes one member from each of the following agencies: NYMTC, MTA, NYCDOT, DFTA, and NYC Department of City Planning (DCP) to decide which applications have the most need. The NYMTC region contains approximately 65 percent of New York State's population or 12 million people.<sup>53</sup>

49 New York Metropolitan Transportation Council, The Metropolitan Planning Organization – About NYMTC.

50 New York State Department of Transportation, *Special Transportation Services for Elderly Individuals and Individuals with Disabilities: Section 5310 Grant Program FFY 2009 Application Manual*.

51 Ibid.

52 Ibid.

53 New York Metropolitan Transportation Council, *About NYMTC*.

The main factors that influence which organizations are awarded funding include:

- a) The extent that arrangements have been made to provide coordinated transportation services.
- b) General mobility limitations and urgency of the transportation needs of the applicant's consumers and the inability of them to use existing transportation services.
- c) Number of elderly individuals and individuals with disabilities traveling daily.
- d) Amount of utilization of the equipment in terms of hours per week and riders per trip.
- e) Outreach to private for-profit bus or taxi companies in providing the proposed transportation services.<sup>54</sup> The selected organizations may be awarded up to three buses (starting with the FY 2009 application up to four buses can be awarded) but the organizations are responsible for the maintenance costs associated with the vehicles. The decisions the key agencies make are considered recommendations, and these recommendations are sent to State DOT in Albany where the final award recipient decisions are made.<sup>55</sup>

### Coordinated Public Transit-Human Service Transportation Plan

NYMTC's recent Coordinated Public Transit-Human Service Transportation Plan for the NYMTC Region, attempts to address coordination issues between multiple agencies. NYMTC conducted numerous meetings with stakeholders, focus groups, and the public throughout the process of completing this report.

The goal of the plan is to identify and prioritize strategies to improve mobility for the vulnerable populations through coordination and effective use of services throughout the NYMTC region.<sup>56</sup> One focus group assembled for this project consisted of people from all five boroughs discussing opportunities to improve existing transportation options in New York City.<sup>57</sup> Some of the comments regarding the

54 New York State Department of Transportation, *Special Transportation Services for Elderly Individuals and Individuals with Disabilities: Section 5310 Grant Program FFY 2009 Application Manual*.

55 Ibid.

56 The New York Metropolitan Transportation Council, *Letter from the Executive Director*.

57 The New York Metropolitan Transportation Council, *A Coordinated Public Transit-Human Services Transportation Plan for the NYMTC Area*.

subway system were in regard to: the location and accessibility of subway station entrances, the reliability of elevators and escalators, and information in and around subway stations.<sup>58</sup>

Additionally, this project fulfills a Federal requirement that a plan be in place before transportation providers in the region may access certain funding programs for persons with disabilities, older adults, and those with low income.<sup>59</sup>

### Summary

The table, Key Agencies and Organizations in the Implementation of Mobility Initiatives, on the following page summarizes these agencies and organizations and the many roles they play in the implementation of mobility initiatives in New York City. The organizations operate on various levels and depend on various resources and each other. Because of their collaborative efforts, there are many initiatives and practices in place that provide a framework for long-range plans in New York City and its surrounding regions. These implementations are not completely exhaustive.

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<sup>58</sup> The New York Metropolitan Transportation Council, *A Coordinated Public Transit-Human Services Transportation Plan for the NYMTC Area*.

<sup>59</sup> Ibid.



### Key Agencies and Organizations in the Implementation of Mobility Initiatives

Agency	Role and Responsibilities
New York State Office for Aging (NYSOFA)	<ul style="list-style-type: none"> <li>- Advises and assists the Governor to develop policies to help meet the needs of older New Yorkers and to encourage their full participation in society.</li> <li>- Coordinates State programs and services for the elderly.</li> <li>- Stimulates community interest in problems of the aging.</li> <li>- Promotes public awareness of resources available for the aging.</li> <li>- Ensures the development of local programs.</li> <li>- Fosters and support studies, research and education on the elderly.</li> </ul>
New York City Department for the Aging (DFTA)	<ul style="list-style-type: none"> <li>- Plans, coordinates, and implements programs for older adults.</li> <li>- Provides social services, such as: contracts with community partners, senior center programs, transportation, case management, home care, legal assistance, and etc.</li> <li>- Advocates, conducts research and policy analysis, administers federal, state, and city funds.</li> </ul>
New York City Department of Transportation (NYCDOT)	<ul style="list-style-type: none"> <li>- Provides safe, efficient, and environmentally responsible movement of people and goods.</li> <li>- Maintains and enhance transportation infrastructure.</li> <li>- Improves traffic mobility.</li> <li>- Reduces congestion.</li> <li>- Encourages mass transit.</li> <li>- Conducts traffic safety education programs.</li> </ul>
New York City Department of City Planning (DCP)	<ul style="list-style-type: none"> <li>- Promotes strategic growth, transit-oriented development, and sustainable communities in the City, in part by initiating comprehensive, consensus-based planning and zoning changes for individual neighborhoods and business districts.</li> <li>- Establishes policies and zoning regulations applicable citywide.</li> <li>- Support the City Planning Commission and each year reviews more than 500 land use applications for actions such as zoning changes and disposition of City property.</li> <li>- Assists both government agencies and the public by providing policy analysis and technical assistance relating to housing, transportation, community facilities, demography, waterfront and public space.</li> </ul>
Metropolitan Transportation Authority (MTA)	<ul style="list-style-type: none"> <li>- Operates public transportation in New York City.</li> <li>- Serves New York City, Long Island, southeastern New York State, and Connecticut.</li> </ul>
New York City Transit (NYCT)	<ul style="list-style-type: none"> <li>- Largest agency within the MTA.</li> <li>- Administers New York City's paratransit service, Access-A-Ride.</li> <li>- Provides plans for accessible stations in the subway system.</li> </ul>
Permanent Citizens Advisory Committee to the MTA (PCAC)	<ul style="list-style-type: none"> <li>- Provides a forum to review MTA plans and policies.</li> <li>- Evaluates, discusses, and takes positions on proposed operating, budget, and capital program proposals and priorities.</li> </ul>

Office of the Mayor	<ul style="list-style-type: none"> <li>- Provides long range planning framework for New York City.</li> <li>- Releases initiatives to promote development, i.e. Age-Friendly NYC.</li> </ul>
United Hospital Fund/United Way of New York City	<ul style="list-style-type: none"> <li>- Established the United Way of New York City.</li> <li>- Established the Aging in Place initiative in 1999 in New York City.</li> <li>- Primary organization that oversees New York City NORC (Naturally Occurring Retirement Community) programs.</li> </ul>
New York Metropolitan Transportation Council (NYMTC)	<ul style="list-style-type: none"> <li>- Regional council of governments that is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley.</li> <li>- Provides a collaborative planning forum to address transportation-related issues, develops regional plans and makes decisions on the use of federal transportation funds.</li> </ul>