

NYSAMPO Transit Working Group Teleconference

September 15, 2014

MEETING NOTES

1. Introductions

- A/GFTC – Kate Mance
- BMTS – Jennifer Yonkoski, Scott Reigle
- CDTC – Anne Benware
- ECTC – Tina Hager, Jim Arey
- GTC – Bob Torzynski
- HOCTS – Barb Hauck
- NYMTC/MHSTCC – Carl King, Carlos Delpozo
- OCTC – Rob Parrington, John Czamanske
- SMTC – Mario Colone
- NYSDOT – Lisa Cataldo, Tom Vaughan
- RSG – Christine Sherman

2. FTA §5310 Program Solicitation (Status Updates As Needed)

- Vaughan: NYSDOT is in the process of closing all open tickets and building the application. Once licenses for releasing the application are finalized, NYSDOT will distribute instructions to allow MPOs to log onto the system to test and for the final cleanup of the application. The timeframe is not finalized. Look forward to future outreach regarding testing details and workshop dates.

3. Changes in Non-emergency Medicaid Transportation

- Torzynski: Bob Jordan from Wayne County explained that under the new medical answering service, customers have the right to refuse bus service if their trip cannot be made within an hour via bus. (For example, if a customer wanted to go from Wayne County to an appointment in Rochester, they would most likely end up with a taxi service because the trip cannot be made within an hour.) Under these operation rules, taxpayers are paying more for customers to use the taxi service, and the bus systems are losing revenue. Jordan mentioned that when local customers were booking the non-emergency medical trips, the providers often recognized individuals who previously rode the Wayne buses up until the one-hour rule was instituted. Now they rely more on taxi services.
- Other experiences and thoughts on this problem and potential solutions:
 - Arey: ECTC is in the process of cutting routes and raising fares as a result of losing \$1 million from non-emergency transportation funding under the new Department of Health model. 70% of NEMT trips that used to be provided by the transit system's Dial-A-Ride services are given by Medical Answering Services (MAS) to taxis and other providers to perform and get paid for. The County is discussing ways to better handle this issue. ECTC has two local hospitals that are on fixed-routes, but it is questionable if trips from rural areas of the county could be made in under an hour. The problem with the one-hour service rule is that it stops providers from being able to bundle trips. Also, Tioga County is holding a legislative meeting 9/18/2014 to decide if they will be placing a stop on transit service in 60 days. It is not likely that their legislature will vote to keep public transit.
 - Benware: In the development of our draft coordinated plan, CDTC referenced a report from the NYS Department of Health. Overall, they saved 11 percent of the transportation budget. (Benware distributed a copy of the report to the Working Group via email during the call.)

4. Additional Ideas/New Business from TWG (Including Work Plan – Attachment #1)

- Arey: FTA released a [notice](#) about changes to National Transit Database (NTD) reporting, specifically with regard to small systems. FTA has requested that all comments are submitted by September 18. (The full solicitation can be accessed [here](#).)

5. Transit Roundtable (TWG callers discuss items of interest in their regions)

- Torzynski: The new transit center in Rochester will be opening the day after Thanksgiving. New branding was released August 19. The transit agency is now called RTS and links counties together better in the minds of the public.
- Benware: Albany now has a BRT (BusPlus) on Route 5, which runs between Albany and Schenectady. There are no dedicated lanes, but there are queue jump opportunities. The BRT has a limited stop system and provides real time bus information. Signal coordination and priority on the corridor are used to expedite bus travel time. Ridership has gone up quite a bit, and local services required tweaking to accommodate the new service. CDTC's long range planning involves looking at other corridors. Federal money will be used for the Washington Western BRT, which will start in downtown Albany and run by St. Rose and SUNY Albany. The corridor currently has a locally preferred alternative that connects with Crossgates Mall. A river corridor BRT is also being assessed. It would have similar characteristics to the service on Route 5 – mostly a limited stop service – that includes better connections to pedestrian facilities, real time bus information, a smart phone app, and nicer stations. CDTA has been successful in the Universal Access services, which serves colleges and universities. These institutions participate with the transit provider directly.

6. Items for Next Meeting/Action Items

- Email any topics for the next meeting to Torzynski.
- Look forward to updates from Vaughan regarding the solicitation testing details.

TRANSIT WORKING GROUP

Working Goals:

- Review proposed state and federal legislation, regulations, and rulemakings and provide input to the NYSAMPO Directors for their knowledge and potential action.
- Promote coordination of transit planning and programming activities among MPOs, New York State Department of Transportation (NYSDOT), Transit Providers, and FTA staff.
- Promote knowledge transfer among MPOs on transit planning activities and practice.

2014-2015 Specific Activities:

1. Conduct teleconference meetings at least four times per year with in-person meetings if and when needed.
2. Review and prepare comments for consideration of the NYSAMPO Directors on MAP-21 FTA Transit Asset Management, State of Good Repair, and Safety Rulemakings. (Notices of Proposed Rulemaking due out in 2014).
3. Review and prepare comments for consideration of the NYSAMPO Directors on MAP-21 FHWA/FTA Metropolitan and Statewide Planning Rulemaking. (Notice of Proposed Rulemaking due out in March 2014).
4. Review and comment on the development and requirements of Transit Performance Measures and Goals in proposed FTA rulemakings.
5. Work with NYSDOT and the FTA to clarify and understand newly-implemented MAP-21 requirements for the §5310 Program and how to most effectively meet these requirements.
6. Discuss potential approaches to funding JARC-type projects under MAP-21 utilizing fund sources such as FTA §5307.
7. Discuss mobility management strategies and practices to advance innovative, sustainable, integrated consumer mobility services.
8. Review and inform the NYSAMPO Directors as appropriate to proposed changes to MAP-21 in a new transportation authorization.
9. Sharing and discussion of current practice on:
 - Coordinated Public Transportation-Human Services Plan status, process, and update
 - How transit is incorporated in MPO Long Range Transportation Plans
 - Transit data needs for integrated planning
 - How transit is incorporated in the TMA MPO Congestion Management Process
 - Transit operator involvement in scoping Complete Streets projects,