

**NYSAMPO Association
Transit Working Group Teleconference
Tuesday December 1, 2015 – 2:30 PM**

1. Introductions

Adirondack/Glens Falls Transportation Council - A/GFTC – Kate Mance
Binghamton Metropolitan Transportation Study - BMTS – Jennifer Yonkoski
Capital District Transportation Committee – CDTC – Anne Benware
Elmira-Chemung Transportation Council - ECTC – Jim Arey
Genesee Transportation Council - GTC – Bob Torzynski
Herkimer-Oneida Counties Transportation Study - HOCTS – Ethan Brennan
Ithaca-Tompkins County Transportation Council – ITCTC - Not present
New York Metropolitan Transportation Council – NYMTC – Not present
Orange County Transportation Council - OCTC– Rob Parrington
Poughkeepsie-Dutchess County Transportation Council - PDCTC – Not present
Syracuse Metropolitan Transportation Council - SMTC – Not present
Ulster County Transportation Council - UCTC – Brian Slack
Watertown Jefferson – Not present
NYS DOT – Tom Vaughan, Lisa Cataldo

1. **Introductions**

2. **Discussion and Development of 2016-2017 Work Plan**

a. **Are the group’s accomplishments recorded correctly?**

b. **Proposed Work Plan/Tasks**

i. **One reviewer suggested that the first draft was very ambitious. One item was removed. Should we remove additional items, and if so, which are least likely to be accomplished and/or add value to our daily work?**

ii. **Are there any items that should be added to the work plan?**

Note: all “Points” (below) refer to the draft Work Plan which was distributed to the Work Group members along with the 12/1/2015 Teleconference Agenda.

Point 1: The group will plan to have four teleconferences per year.

Point 2: Torzynski discussed the role of the TWG in reviewing and providing comments to the directors on proposed rules and other actions. It was noted that NYSAMPO submitted comments on the Transit Asset Management (TAM) NPRM. The timeline moving forward to implement the TAM rule is currently uncertain. Further discussion is needed on the role that the TWG will play, as well as how to foster collaboration between NYS DOT, the MPOs, and the transit operators statewide in setting targets. Arey noted that the varying size, and role of each MPO with respect to local transit operators, will likely require an individualized approach in some cases. Arey noted that ECTC also submitted comments on the TAM NPRM.

Points 3 & 4 & 5: Torzynski discussed the FAST Act which will replace MAP-21 pending action by Congress and the President. The group discussed the need to explore tie-ins between the FAST

Act, the existing TIGER program, and other federal funding including potentially new programs, including potential fund sources to implement Ladders of Opportunity-supportive projects.

Point 6: Torzynski provided examples of useful data and requested any thoughts regarding additional data sources. It was suggested that the TWG needs to maintain an awareness of what is out there and available to the MPOs and share this information as available.

Point 7: Torzynski noted the potential for developing a fact sheet on transit, suggesting that a general overview might be more useful than specific land use and transportation integration strategies (BRT, BRT-light, LRT) for those areas where integration strategies may be practically and politically infeasible. Arey noted that existing fact sheets are available - potentially from the New York Public Transit Association (NYPTA) – and that it makes no sense to reinvent the wheel on this. Arey suggested that Bob Zerillo is a good contact at NYPTA. Arey will contact Bob Zerillo regarding potentially useful fact sheets and follow up with Torzynski.

Points 8 & 9: Torzynski discussed the statewide push of Uber technology and other rideshare apps for implementation in upstate NY. Dallas has an app that links Uber with public transportation for the first and last mile part of the service, which shows how these technologies can extend to transit uses. NY's MPOs should stay aware of the regulations associated with this type of ridesharing as the technology becomes more ubiquitous. 511 integration may be important for rideshare programs. Torzynski will revise and merge points 8 and 9.

Point 10: Torzynski requested that TWG members add anything additional. Some considerations that will remain in the charge include:

10a - Coordinated Public Transportation-Human Services Plans are an ongoing topic – related to 5310. It is uncertain (as of December 1) how this will be addressed in new legislation, so it will remain a topic moving forward.

10b - Long range transportation plans (LRTP) will also be an ongoing conversation, including the relationship between transit, the LRTPs, and implementing MAP-21/FAST.

10C – The importance of access to bus stops was discussed, including collaborating with transit providers in enhancing accessibility as well as the closely-related ADA considerations. This item also includes the development of ADA Transition Plans.

10D - This item will be merged, possibly with the combined Points 8 and 9.

Torzynski will revise the Work Plan based on the discussion and submit to the directors.

3. New Business?

- a. What do members see as the principal issues that we should be aware of and focused on during the upcoming year?**
- b. Guest speakers for future conference calls?**
 - i. Possible speaker regarding TIGER Grants (to be discussed).**
 - ii. Member suggestions welcome in terms of local planning efforts underway, interesting projects, etc.**

Torzynski asked if there were requests for any training. Arey noted that FTA created an asset management tool titled TERM Lite, which could be a potential tool for training. Given that a

number of potentially interested MPO's were not able to participate in today's call, there was not a consensus on moving forward with this request, and it is tabled for future discussion.

Vaughan noted that there will be an additional funding round for 5310 this year and that the TWG should work with NYSDOT as it did last year to ensure a smooth roll out for the next round of funding and that this should be reflected in the revised work plan. Torzynski agreed and will include this as an additional specific activity.

Torzynski noted the potential for changes to the ADA Accessibility Guidelines (ADAAG), issued by the United States Access Board, should remain on the TWG's radar as this ties into the development of ADA Transition Plans and the providing of access for all users to transit stops.

Next Meeting Date: To be determined based on potential agenda items.

Please send any questions/comments to Bob Torzynski: rtorzynski@gtcmpo.org