

**Regional Transportation Coordination Committee (RTCC) Meeting  
January 28, 2016 at 1:30 PM at CDTC  
Agenda**

1. Welcome/Introductions
2. Review/acceptance of September 2015 meeting notes
3. Veterans Administration Employment: Possibilities for Human Service Agency Driver Recruitment – Penny Deasy
4. Review and input on materials for the Tools of the Trade Workshop (scheduled for April 14, 2016 at The Crossings of Colonie)
5. Upcoming 5310 Solicitation Round
6. Impacts to HSA/public transportation as a result of passage of the FAST Act
7. CDTC Updates:
  - Draft UPWP\* Tasks of interest to the RTCC
  - 2016 – 2021 Transportation Improvement Program (TIP) proposed projects list review
  - ADA (Americans with Disabilities Act) Working Group
8. News from Around the Table - Updates on ongoing New Freedom/other projects
9. Plans for Next Meeting

\*UPWP = Unified Planning Work Program, CDTC's 2 year work plan

**REGIONAL TRANSPORTATION COORDINATION COMMITTEE (RTCC)  
RECORD OF MEETING**

**DATE/TIME:** January 28, 2016, 1:30 pm

**LOCATION:** CDTC Offices

**ATTENDANCE:** Larry Conaway, Colonie Senior Service Centers; Meghan Hauger, Colonie Senior Service Centers; Penny Deasy, Veteran's Affairs; Erin Drait, Veteran's Affairs; Kristin Shanahan, NYS Office of Temporary and Disability Assistance; Todd Finkle, ARC of Rensselaer County; Tina Mead, Veteran's Affairs; Tanya Pitts, Capital District Transportation Authority; Tom Vaughan, New York State Department of Transportation; Peter Guidarelli, Warren, Washington & Albany Counties ARC; Rocky Ferraro, Capital District Regional Planning Commission ; Mike Barry, Center for Disability Services; Phyllis Relyea, NE Parent and Child Society; Margo Mahoski, Catholic Charities; Anne Benware, Capital District Transportation Committee; Carrie Ward, Capital District Transportation Committee; Aaron Spies, Capital District Transportation Committee.

**1. Welcome/Introductions**

**2. Veteran's Administration Employment, Penny Deasy**

Penny discussed ongoing efforts and upcoming events coordinated by local VA staff. Events included job fair coming up in April that helps connect local employers with service members seeking work. Ongoing efforts discussed included the Veterans Career Network, where employers can present job opportunities year round and service members can receive job search and resume assistance. Applicants are screened for physical and legal barriers to employment to ensure a proper fit in the workforce.

**3. Review and input on materials for Tools of the Trade Workshop**

CDTC staff gave an update on the status of workshop materials and reviewed the Agenda. Additions to the presenter list were introduced, including background information on IHS. The added role of NYSDOT at the lunch break was also discussed. A slide deck of the various poster drafts prepared for the meeting were viewed and commented upon. It was noted that elements of the network accessibility and mobility management posters might need to be reviewed to ensure all elements remain relevant to their topic. Attendees suggested some formatting changes to the ADA language poster but generally indicated they liked the format of the drafts and that they included useful information.

The lunchtime survey was also reviewed for clarity and completeness. Attendees noted that ample time should be given based on the complexity of the question. Terms or phrases which caused confusion (such as what it means to "broker" services) were fleshed out and altered. Concern arose over the ability of a single organization potentially having multiple respondents and throwing off the results. A limit of one voter per organization was suggested, but the survey remained open to any individual as the survey was

meant mainly to catalyze discussion during breakouts and give a loose idea of the prevalence of problems facing providers, and therefore did not require restrictive practices for the sake of precise sampling. On completion of the slides attendees were informed that there would be a two week period for comments on the materials presented, the materials presented would be available on the CDTC website, and that a link to the site would be provided via email.

#### **4. Upcoming 5310 Solicitation Round**

Tom Vaughan discussed the availability of 5310 funds this year. He noted that the area will lapse funds if not programmed by the end of the fiscal year in September. A solicitation for remaining funds will be available later this year. A spreadsheet with the available funds was distributed.

#### **5. Impacts to HSA/public transportation as a result of the FAST Act**

Informational package on the FAST Act was distributed. Funding will remain fairly flat.

#### **6. CDTC Updates**

CDTC Staff noted the draft entries for the UPWP (Unified Planning Work Program) that related to the RTCC like ADA Compliance support and EJ/Title VI tasks. An update on evaluation tasks related to prospective TIP (Transportation Improvement Program) entries was also mentioned.

#### **7. News from Around the Table.**

RTCC members shared their latest efforts and challenges. Maryellen Usis announced her retirement from CDTA and introduced the group to her successor, Tanya Pitts. Rocky noted that an online mapping resource would soon be going online and would provide users with regional statistics based on Census and ACS data. Other efforts included providing defensive driving courses for professional drivers and training for drivers on providing service to the disabled.

**Excerpts from: CTAA Initial FAST Act Analysis – emphasis added by CDTC staff  
(Community Transportation Association of America –**

**see: <http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=23&z=2> )**

accessed January 2016

Here is our initial section-by-section look at how the FAST Act affects the federal transit program. We're looking mainly for those things that matter most to community transportation providers and their partners, and may not be mentioning features of the FAST Act that are important to other audiences. If you see errors in our analysis, or have questions, please contact us.

**Section 5301 – policies and purposes**

- Nothing changes under FAST Act.

**Section 5302 – definitions**

- Language is added that opens an opportunity for transit agencies to spend up to 20 percent of their apportionments on ADA complementary paratransit, instead of a 10 percent permissive ceiling, if certain conditions are met.
- There is no change to the definition or treatment of “mobility management” as an eligible capital expense in FTA programs.
- Two more allowable purposes are added as eligible uses of FTA capital grants: “associated transit improvements” and improvements related to low- and no-emission buses.
- A definition for “value capture” is added to the overall list of defined terms.

**Section 5305 – planning programs and their funding**

- Nothing changes under FAST Act.

**Section 5306 – private enterprise participation in transportation planning**

- Nothing changes under FAST Act.

**Section 5307 – urbanized area formula grants**

- Demand-response transit (other than ADA complementary paratransit) in urbanized areas of more than 200,000 population becomes eligible for Section 5307 operating grants, with the same 75- and 100-bus limits as urban fixed-route bus service.

**Section 5310 – formula grants for the enhanced mobility of seniors and individuals with disabilities**

- States and local government entities operating public transit services are clarified as eligible direct recipients of Section 5310 assistance.
- The dissemination of “best practices” becomes a statutory activity for FTA under a new Section 5310(i)
- New provisions are added at Section 3006(b) of the FAST Act, surrounding a new

“pilot program for innovative coordinated access and mobility,” for which there could be grants to entities eligible for Section 5310 grants, plus statutory expectations for the federal interagency Coordinating Council on Access and Mobility.

- Formula grants under Section 5310, last authorized at \$258.3 million in FY 2014, increase to \$262.9 million in FY 2016, and grow incrementally to \$285.6 million in FY 2020. The new coordination pilot program is funded at \$2.0 million in FY 2016, with that funding increasing to \$3.5 million in FY 2020.

#### **Section 5311 – formula grants for rural areas**

- The authorized amount for formula-based funding for tribal transit under Section 5311(c) increases to \$30 million a year (the amount available for FTA discretionary tribal transit grants remains \$5 million a year).
- Additional sources of eligible “non-federal” matching funds are established, including cash from non-governmental sources and advertising sales (both of which previously were not allowed as matching funds).
- Language is added to provide for consolidated grants of Section 5311(c) funds to multiple tribes.

#### **Section 5314 – technical assistance and standards development**

- This section is renamed “technical assistance and workforce development.”
- Existing technical assistance authorization is retained, plus a new allowable technical assistance programs to “facilitate best practices to promote bus driver safety” (Section 5314(a)(2)(F)), to meet requirements of Sections 5323(j) [Buy America] and 5323(m) [pre- award/post-delivery audits of rolling stock] (Section 5314(a)(2)(G)), and to support development and deployment of low- and no-emission buses.
- A new Section 5314(b) authorization is established for transit industry human resources and training; this language is moved here from Section 5322.
- Additional activities are authorized under the newly relocated Section 5314(b) program, including training and assistance for veteran business opportunities (Section 5314(b)(1)(D)) and “consensus-based national training standards and certifications in partnership with industry stakeholders” (Section 5314(b)(1)(E)).
- The “innovative public transportation workforce development program” currently found at Section 5322(b) is tweaked and placed at the new Section 5314(b)(2), where it’s called the “innovative public transportation frontline workforce development program.”
- The National Transit Institute authorization now found at Section 5322(d) is tweaked and moved to a new Section 5314(c).

#### **Section 5315 – private sector participation in transit programs**

- There appear only to be minor, technical corrections under the FAST Act.

#### **Section 5318 – bus testing**

- Nothing changes under FAST Act.

**Section 5324 – public transportation emergency relief program**

- Nothing changes under FAST Act.

**Section 5325 – contract requirements**

- There appear only to be minor, technical corrections under the FAST Act.

**Section 5326 – transit asset management**

- Nothing changes under FAST Act.

**Section 5327 – project management oversight**

- There are changes to provide for quarterly project management oversight reviews in some circumstances.

**Section 5329 – public transportation safety program**

- Language is added that allows FTA to incorporate additional safety standards into the national transit safety plan.
- Language is added that gives FTA opportunity for additional safety oversight authority.

**Section 5330 – state safety oversight**

- Nothing changes under FAST Act; this section is on a glide path to complete repeal, per MAP-21.

**Section 5331 – alcohol and controlled substances testing**

- Nothing changes under FAST Act.

**Section 5332 – nondiscrimination**

- Nothing changes under FAST Act.

**Section 5333 – labor standards**

- Nothing changes under FAST Act.

**Section 5335 – national transit database**

- Nothing changes under FAST Act.

**Section 5337 – state of good repair grants**

- A number of largely clarifying provisions are added to this section.

**Section 5338 – authorizations (this is the statutory language that actually directs most of FTA funding and funding formulas)**

- The total trust fund share of FTA grants (last authorized at \$8.6 billion in FY 2014) increases to \$9.3 billion for FY 2016, and grows incrementally to \$10.2 billion in FY 2020.
- Metropolitan transit planning [Section 5305, last authorized at \$128.8 million in FY 2014) increases to \$130.7 million for FY 2016, and grows incrementally to \$142.0 million in FY 2020.

- The TOD planning pilot program established under Section 20005(b) of MAP-21 continues to be level-funded at \$10.0 million through FY 2020.
- Urban transit formula grants allocated by the Section 5336 formulas, last authorized at \$4.5 billion in FY 2014, grow incrementally to \$4.9 billion in FY 2020 (recall that this is only a portion of the funds allocated under Section 5307).
- Formula grants under Section 5310, last authorized at \$258.3 million in FY 2014, increase to \$262.9 million in FY 2016, and grow incrementally to \$285.6 million in FY 2020. The new coordination pilot program is funded at \$2.0 million in FY 2016, with that funding increasing to \$3.5 million in FY 2020.
- Section 5311 formula grants for rural transit, last authorized at \$607.8 million in FY 2014, increase to \$620.0 million in FY 2016, growing incrementally to \$673.3 million in FY 2020. Of these grants, \$35.0 million is set aside each year for tribal transit grants (increased from the current tribal set-aside of \$30.0 million), and \$20.0 million is set aside each year for Appalachian rural transit funding, the same as current law.
- The Section 5312 transit innovation program gets a total of \$28.0 million each year, of which \$3.0 million is set aside for a low- and no-emission vehicle component assessment program and \$5.0 million is set aside for TCRP.
- Section 5314 gets a total of \$9.0 million each year, of which \$5.0 million is set aside for NTL.
- The Section 5318 FTA bus testing program continues to be level-funded at \$3.0 million a year.
  - Funding for the national transit database, under Section 5335, increases from the current \$3.9 million to \$4.0 million each year.

#### **Other Provisions in the Transit Title of the FAST Act**

- Section 3019 provides for certain “innovative” procurements by FTA grantees, including a pilot program for nonprofit cooperative procurements, a program to support innovative leasing arrangements, et al.
- Section 3020 calls upon DOT to carry out a review of public transportation safety standards and protocols.
- Section 3021 calls upon DOT to have TRB carry out a study of evidentiary protection for public transportation safety program information.
- Section 3022 calls upon DOT to launch a rulemaking that would protect public transportation workers from the risk of assault.
- Section 3023 is a targeted requirement concerning a specific ADA complementary paratransit issue.