



**NEW YORK STATE ASSOCIATION OF MPOs
TRANSIT WORKING GROUP
September 17, 2019
Teleconference
11:00 AM – 12:30 PM**

MEETING NOTES

1. Participating

- AGFTC – Jack Mance
- BMTS – Scott Reigle
- CDTC – Carrie Ward
- ECTC – Angela Wood
- NYMTC/NYCTCC – Carl King
- SMTC – Mario Colone
- Tompkins County – Dwight Mengel
- UCTC – Brian Slack
- NYSDOT – Jim Davis
- NYSDOT – Elwood Hanrahan
- NYSDOT – Harriet Lewis
- CDTA – Lance Zarcone
- CDTA – Steve Waxman
- Orange County – Steve Wallis
- Conveyal – Anson Stewart
- Planning4Places – Kathy Ember

1. Introductions

M. Colone opened the meeting.

2. Approval of meeting notes.

The meeting notes were approved.

3. Peer Presentations

a. Electric Vehicle Fleet Integration

L. Zarcone discussed that CDTA has looked at alternative fuels (all diesel until 2007). CDTA now has 77 hybrids in the fleet. In looking at CNG and its challenges, CDTA has decided to move towards electric buses. In 2016, FTA released the Low No Emissions Program Grant and with the VW settlement, CDTA was able to purchase 3 additional buses and chargers. CDTA is embarking on a 4 bus pilot program. One provision of the FTA grant is that CDTA had to name a partner – we selected New Flyer (they have the same bus platform regardless of the fuel type). These buses can go 200 miles on a single charge. CDTA will see if this is the range during the pilot. The chargers require a lot of power – had a 3rd party come in to assess the bus garage facility and CDTA needed to upgrade the transformer and then install chargers and dispensers. Even with these changes, CDTA will not be able to charge at full capacity with these upgrades. The remaining 3 vehicles will arrive in the next few weeks and the vehicles will be put into service by November.

Following a question from the group, L. Zarcone noted that the upgrade will allow charging 2 buses at a time at half capacity. It will take longer to charge the buses. M. Colone asked about given the cost of a single EV vehicle, are you concerned about the capital output? L. Zarcone noted that if the pilot goes well, we are hopeful. Given that there are no emissions for the environment, there should be savings over the life of the vehicle on fuel even with the higher cost of the EV vehicle compared to a diesel bus. CDTA will compare the costs of charging based on off peak and on peak charging and maintenance savings. While the capital cost is more, it is projected that there will be a savings on the operating side. Buses are now less than a \$1 million dollars. We will have to consider storage in the garage. L. Zarcone stated that they are asking a 3rd party to figure out routes but they will be tried everywhere. D. Mengel noted that at TCAT, they are 6 months behind CDTA on a pilot. TCAT received a 2018 "low no" grant and with the VW settlement, they will have 6 EV buses. TCAT has many routes that are not high mileage. L. Zarcone noted that he has talked to TCAT about the challenges and noted that CDTA went with an electric auxiliary heater instead of diesel, but it is a large draw on the battery which will lower battery life. Colder climates often use a diesel auxiliary heater. D. Mengel asked if there will be Wi-Fi and the ability to charge cell phones on the buses? L. Zarcone noted that is an option and there will be a USB plug or electric socket to charge electronics. M. Colone asked for the Transit Working Group to be kept informed of progress as the pilot goes forward. L. Zarcone would like to hear more about the company that TCAT is working with on their pilot.

b. Transit Analysis Platform Capabilities

J. Davis, NYSDOT, introduced the topic. The 511 NY System used an open source system that Conveyal supports. NYSDOT is interested in getting feedback on the system and collaborating. M. Colone noted that it is an interesting web interface and SMTC is interested in participating.

A. Stewart described the web-based platform that looks at accessibility indicators for multimodal networks. A. Stewart provided an overview of features of the platform – including travel time and reachability threshold based upon origin information. The platform calculates median travel times and access to jobs in the area. A user can also look at the number of workers reachable (could help corporations figure out where to site a facility). There was a question on the source of the data. A. Stewart noted that the data is from the census but that shapefiles can be uploaded as well. The program allows for a user to look at the number of jobs reachable in 45 minutes, for example. In addition, the user can also look at a regional level – at the transit desert and the effect of frequency of service. C. Ward asked if car travel times can be queried as well? A. Stewart said that car travel times are available but adjusted travel times are not available out of the box. D. Mengel asked what kind of data format is needed? A. Stewart noted that shapefile or other data file using lat/long can be used. J. Davis stated that if MPOs are interested in access to the system, they can contact him. There is an opportunity to participate in a more structured evaluation. There is no charge to transit agencies and MPOs; it's open source software. M. Colone asked how often data is updated related to route updates? A. Stewart noted that data is updated on request. NYSDOT does not regularly update the GTFS or street maps but if there is a request, it

will be done. NYSDOT 511 is updated whenever new files are published. A. Stewart also stated that users can also use the system as a public portal to get stakeholder input.

4. NYSDOT Update

The 5310 solicitation is in the process of being finalized, and the transit asset management plan is coming up for review and comment. D. Mengel and C. Ward asked about the 5311 program and the timeline. M. Colone asked if Kent or Tom could send an update to Mario or Jim to send out to the group.

5. NYSAMPO Conference Debrief/Follow-up

M. Colone discussed the NYSAMPO conference and stated that it went well. There was a public transportation session. To date, they haven't received many comments or conference reviews. Of the 200 people that attended, they only received about 17-18 comments. If there is an interest for a specific training topic, it can be discussed and brought to the Executive Committee for consideration.

6. Work Plan Discussion Items – non-emergency medical transportation, autonomous vehicles, and Fact Sheet items

M. Colone – J. Levy had sent out some ideas to discuss as part of this call or in the future. C. Ward asked if anyone else has other ideas related to different scenarios of development patterns such as the use of shared AV or individually-owned AVs and how those scenarios would affect planning for development. SMTC can share their long range plan discussions related to AV.

Regarding the Fact Sheets, M. Colone noted that there is one fixed route fact sheet and there has been some discussion about developing additional fact sheets on enhanced transit and/or transit and land use integration strategies. If anyone is interested in a specific topic, please send an email to Mario and Jim.

7. MPO Updates

D. Mengel – 14 months participating in FTA's mobility demand on ramp program.. Their pilot project will be finishing up in late November. A report will come out around that time. D. Mengel will pass it along when it is ready. M. Colone stated that we have a call in December and that could be a topic on that call.

8. Upcoming Conferences/Events

M. Colone let the group know to look at the agenda for upcoming conferences and events.

Action Items

The following were noted for follow-up by the Chairperson to contact himself or J. Levy on the following topics:

- Topics for the upcoming Work Plan including any possible Fact Sheets
- NYSDOT will send an update on 5310 and 5311 programs