



**NEW YORK STATE ASSOCIATION OF MPOs
TRANSIT WORKING GROUP
March 12, 2024
Teleconference
11:00 PM – 12:30 PM**

MEETING NOTES

Participating

- A/GFTC – Jack Mance
- BMTS – Scott Reigle
- CDTC – Carrie Ward
- DCTC – Mark Debald
- ECTC – Courtney Dunn
- GBNRTC – Matthew Grabau
- NYMTC – Carl King
- NYSDOT – Tom Vaughn
- SMTC – Mario Colone
- UCTC – Brian Slack
- WJCTC – Sarah Freda
- NCDOT – Brennon Fuqua
- Planning4Places – James Levy

1. Introductions

M. Colone opened the meeting.

2. Approval of meeting notes.

The December meeting notes were approved.

3. Presentation by NCDOT – S-Line TOD Study

Brennon Fuqua, Interim Director, Manager -Program and Project Management Branch, Integrated Mobility Division

This Study looked at a connection between Raleigh and Richmond, with a rail connection to D.C. Recently it has been a freight line only. NCDOT and local communities are looking to convert it back to passenger rail. When completed, will provide rail connection from Raleigh to D.C. in 4 hours or less. Single Occupancy vehicles are how most trips are made and they can make the trip in 3.5 hours on a good day. It can be 6-7 hours on the worst day. NC is responsible to the northern NC/VA line. VA is looking at the segment from the state line to Richmond. Have already done the FEIS and ROD and have started corridor acquisition. Did the TOD study using a \$900,000 2020 grant and completed the work last summer. Have moved into next steps to get grants to undertake station selection criteria, complete 30% rail station design, and undertake initial station construction work.

The NCDOT is working on \$3.4M RAISE grant for a mobility hub plan. NCDOT received \$1.09B to begin construction from Raleigh to Wake Forest. NCDOT will apply for every grant that comes out that could support this project. This is the most urban and difficult section, requiring grade separation. This is the focus of the TOD project. Many small towns were built around rail but when it was converted to freight only, some vitality was lost. Complete Streets, micromobility and TNCs are a significant component of the work, all of which is context driven and has involved corridor-wide conversations. Implementation is by the locals. NCDOT can write grant applications (and has a track record of winning grants),

administering grant funds, facilitate community partnerships, select and manage consultants, and develop a regional shared vision. The TOD study had 7 individual communities and 12 sites studied through a multi-layered collaborative engagement effort. Community Playbooks were developed to create TOD Vision Plans for each community. Looked at how to eliminate at-grade crossings, bridge over the rail line, assess downtown streets (close any streets) and provide options for locals to consider as part of the project. Got down to the built form level and station planning level – what type of construction would be required and assessed policy changes such as zoning that might be required to support this effort. A list of individual projects that communities could move on was developed identifying short, mid-, and long-term projects. A feasibility study will identify PPPs for mobility hubs and the entire corridor. Consultants continue to work with communities with micromobility being a huge part of the pitch to municipalities as the last mile is important. NCDOT and the communities don't want this to simply become a project where people park and take the train.. Tying it to connections to the next community or to DC got people excited. Trying to balance how to not overwhelm Towns that have small staff. Urban areas are likely to buy in, more rural areas may be more difficult to get engaged. There is an S-Line corridor coalition engaged in this effort.

All the project details can be found on the project website:
<https://www.ncdot.gov/divisions/integrated-mobility/innovation/s-linestudy/Pages/default.aspx>

4. NYSDOT Updates

Tom thanked MPO staff for working on the evaluations. If there are any questions about the evaluations or 5310 funding, please reach out to Tom.

5. MPO Updates

Carl provided an update on the Transit Service Coordination Needs Project. This project will assess transit service coordination needs across jurisdictional lines to evaluate intermodal connections. Work has begun to examine client customer base socio-economics, a Steering Committee has been established, and work is underway to establish a Technical Advisory Committee. This effort is looking at seamless travel as recommended in NYMTC's current Regional Transportation Plan. This effort will look at fare box policies with OMNI integration. Carl noted that ferry integration included expansion of the system to four of the five boroughs with 6,300,000 riders and new routes and stops being added. There is contactless ticketing for boarding by downloading the NY Ferry app, however, this app is not OMNY. Carl will provide additional updates at the next meeting.

6. Work Plan Update

Jim noted that the Work Program was submitted and should be approved by the Directors soon.

7. Other Items

Jim noted that the next NACTO Transit Street Design Guide training will be held in Albany in the late Spring/early Fall of 2024. A third training will be provided in the NYMTC region later

in the year. More information on these training opportunities will be provided as details come together.

Proposed 2024 Meetings (Quarterly meetings - 2nd Tuesday of the month) are scheduled for June 11, 2024, September 10, 2024, and December 10, 2024. Calendar invitations will be distributed for each of these meetings to Working Group members.