



**Regional Transportation Study  
Client Committee Working Session  
June 20, 2012**

**Meeting Summary**

**Members Present:**

Fernando de Aragon - Executive Director, ITCTC  
Harriet Haynes – Planner, Seneca County  
Jenna Lenhardt - Global Initiatives Coordinator, TC3  
Joe Turcotte - General Manager, TCAT  
Alice Eccleston – Assistant General Manager, TCAT  
Dwight Mengel – Chief Transportation Planner, Tompkins County DSS  
Larry Roberts – Finger Lakes Independence Center  
Jan Dempsey – Mobility Management Coordinator, Seven Valleys Health Coalition  
Amber Simmons – Mobility Manager, Schuyler County Transit System  
Nancy Hares- Seneca Cayuga Mobility Manager  
Jackie Carlton- Executive Director, Seven Valleys Heath Coalition  
Ed Swayze- Tompkins County 211  
Tina Hager- Mobility Manager Chemung County  
Jim Arey- Senior Transportation Planner, Chemung County

**Consultants Present:**

Marlene Connor, Jim McLaughlin, Fred Frank – Wendel  
Cyd Averill – Arch Street Communications  
Jack Reilly- Jack Reilly Associates

**Meeting Notes**

The meeting started with introductions and an overview of the agenda.

Marlene Connor noted that the team had sent out a draft technical memorandum of the Regional Transportation Study Analysis of Existing Conditions for review prior to the meeting. That document and the work and other activities completed to date will provide the basis and background for the Client Committee Working Session. A PowerPoint presentation (attached) was provided that highlighted activities and technical memo information and also included initial study reflections to serve as a starting point to frame regional perspectives for the RTS.

**Study Recap**

Work that is either completed or ongoing that supports the project' goals to increase the efficiency and effectiveness of existing services, develop and market real mobility choices, and enable coordination have included a range of activities. The team has conducted a range of onsite stakeholder and small group meetings

to establish a communication framework and to gain local knowledge of the project area. The team has also touched base with at least one organization or agency in each of the member counties.

In addition, the team has collected, reviewed, and initiated an analysis of demographic, socio-economic, journey to work, and transit information. In our work, we have learned about the many ongoing projects and initiatives at the local level in support of transportation and mobility enhancements. One of the charges in developing the RTS will be to identify a framework which can support and enhance the individual projects from a regional perspective. A client communiqué e-newsletter has been initiated to both inform project partners about the individual ongoing projects as well as to communicate back the schedule, activities, and deliverables from the RTS. The initial client communiqué was released in May; the second will be released in July. In the interim, an email request will be sent to the client committee requesting updates on their individual projects.

### **Demographic Overview**

As indicated above, the draft technical memorandum of existing conditions has been distributed. Some comments have already been received. The intent of the draft was to provide the most recent available information with regard to conditions in the study area, particularly in categories of data which have some affinity for transit use. These include, as examples, population density, the “transportation disadvantaged”, and journey to work. Aggregating the information was somewhat challenging as each county compiles information in different formats, and the 2010 U.S. Census has changed some categories and definitions and, in general, contains less data that can be used in studies such as the RTS .

There was discussion about revising the transit portion of the report to include a breakout of paratransit and human service agency transportation as well as taxi services in the region. Revisions will also be made to the transit service map so that it will display better.

Any additional comments on the draft should be directed back to members of the consulting team.

### **Common Themes**

During the first few months of the study, a number of common ideas and trends were identified by stakeholders as important considerations. These include:

1. Rural isolation
2. Access to health providers on periphery of study area including Syracuse, Rochester, Binghamton, and Sayre (PA)
3. Large amount of long distance commuter trips
4. Nearly all counties have a mobility manager. Their role in transportation services is evolving
5. Financing is a significant issue
6. New York Governor is interested in mandate relief, so there is a possible opportunity for simplifying regulation of transportation services.
7. Medicaid is moving toward a managed care model rather than a “fee for service” model. There will be some implications for transit services.
8. Transit services in region are organized by County. County social service agencies are a major financier of transportation through Medicaid clients
9. Role of existing intercity bus services should be explored
10. Lack of information, schedule, and fare coordination are emerging issues

11. Role of volunteers is strong in several communities
12. New communications service such as 211 for human service information and 511 for traveler information could be considered
13. There is a need to examine inter-jurisdictional and geographic boundary issues

### **Developing the Regional System**

Following the presentation and technical memo discussion, a “Thinking Regionally” breakout session was held to discuss areas for consideration in developing the regional system. The following five areas formed the basis of that discussion. These included:

- What are client/customer trip needs?
- What is the family of services to meet these needs?
- How does the availability of services get communicated?
- How do providers of services collaborate?
- What would be the components of the system?

A summary of findings from that breakout session, and how each of the responses and areas of interest identified were prioritized by the committee is attached.

### **Next Steps**

The team will review and incorporate input and information generated at the meeting. A copy of the PowerPoint presentation and working session highlights will be sent to all the client committee members, including those not able to join in the June 20, 2012 session. A second working session will be scheduled with the group to discuss the analysis and findings, including those that specifically relate to inter-county travel and service gaps.

The Bronner Group, who is one of our team members, is focusing their activity on ridesharing activities both in the region and from a national perspective. They are looking at regions that are innovatively incorporating various rideshare activities into their family of services models to support public transportation options. Thus far, they are looking at Boulder, CO (and the connection to the metro Denver area), Missoula, MT (and the use of what appears to be another multi-region/multi-state approach), and programs in Ann Arbor (connected with the University of Michigan). As there are a number of different rideshare components under consideration in the study area, there was discussion regarding getting a working group together specifically to address rideshare program opportunities which might lead to a regional framework.

There was also discussion regarding getting a working group together to examine and communicate fixed route public transportation options over the next month (which could also include paratransit connecting points).

The study team will put together those meetings and keep in touch with the client committee on those activities.



There was discussion regarding a public outreach program, now that there is information that could be used to engage the broader public into the RTS dialogue. The study team is reviewing options that might be available, in addition to the two public meetings which will be scheduled in the early and late fall. In addition to these meetings, the study team introduced the concept of attending other scheduled community meetings within the study area. One such meeting will be held with the TCAT advisory board.

The schedule for the next working session will be arranged through the use of a Doodle, an on-line meeting scheduling application, for sometime in August.