



MEMORANDUM  
Department of Transportation

**TO:** MISCC Transportation Workgroup/Committee  
**FROM:** General MISCC Committee  
**SUBJECT:** Issues for Discussion for the 10/5/09 General Meeting of MISCC  
**DATE:** 9/28/09

The Transportation Workgroup/Committee (TC) has put together the following information for discussion during the 10/5/09 meeting of the full-MISCC to elicit direction necessary for the Transportation Workgroup/Committee to move forward with a focus on research and recommendations to assist the MISCC in fulfilling the mission of moving towards more integrative settings for New York's disabled community. The Committee agreed that last year's top three recommendations (TC1) should be reviewed in this new MISCC forum.

1. Transportation Czars for each MISCC agency. As part of the 2008 report, the Transportation Committee recommended that each MISCC agency identify a "CZAR". The attached list (TC2) outlines the staff assigned from each agency to date. The committee has identified the following responsibilities for a MISCC transportation "CZAR"
  - a. To sit on the Transportation Workgroup/Committee with regularity or assign back-up staff to participate so the agency is represented at each meeting.
  - b. That this position would be able to speak for the agency in terms of transportation policy that affects the agency and policy discussions within the committee. The position would also be a part of a network of contacts able to assemble responses to Federal and State rulemaking and other transportation bill reauthorization issues as necessary.
  - c. That he/she be identified within their agency as the lead person (expert) on transportation issues; this would mean that they would have an extensive understanding of how transportation works in their department's programs or be able to tap those program staff to elicit information if necessary or develop responses to transportation issues concerning the MISCC.

**Action Discussion** – The Transportation Committee is looking for endorsement from the full MISCC committee that supports the concept and operation of a transportation expert within each MISCC agency.

2. Taxi Legislation. The 2008 report highlighted the current need for more accessible taxis as a way to improve mobility options for individuals with disabilities. The recommendation to MISCC was to introduce legislation that would incentivize the mainstreaming of accessible

vehicles into private taxi fleets and other for-hire companies to encourage private demand response carriers to increase their accessible fleet. Current legislation that penalizes firms (through fines) that do not comply with minimum standards for accessible fleets (A.5549-A and S.4011) has reportedly not moved out of committee in the Legislature for several years.

**Action Discussion** – The Committee understands that MISCC will not endorse active legislation or a particular bill. Does MISCC support this idea of accessible taxi fleets as a goal towards the most integrated setting? What work does the TC need to focus on to provide the MISCC committee with the research to endorse some type of action to increase the percentage of accessible fleets in New York State?

3. **Mobility Management.** The 2008 report recommended the committee endorse the initiation of a demonstration program to establish a mobility management system in select Counties to demonstrate whether they can improve the dissemination of information, mobility options and coordination. Short of an endorsement from MISCC of this proposal, the TC would like to frame the discussion with the following items:
  - a. The notions of transportation information, navigational support for the MISCC population, technical infrastructure (call-center, billing cooperation, coordinated dispatch, etc) are already part of many of the MISCC members programs. However, each program tends to build single focused tools to supply this infrastructure rather than pooling from a variety of sources. The overriding need for programs to independently move their program forward encourage this behavior but drive the costs and efficiency of these supports in the wrong direction.
  - b. The limited Federal Transit Administration funding (Job Access and New Freedom funds) are not enough funding to provide a statewide program that can develop the goal of mobility management options within each county. The Transportation Committee seeks guidance on how we can leverage these federal funds to provide a wider range of funding to improve these programs and move them to every county in the State.

**Action Discussion** – Should MISCC endorse concept of MISCC Member State programs identifying how they fit into the transportation infrastructure with focus on Non-Emergency Medical Transportation (NEMT) and Public Transportation or similar call-center approach to focus mobility options for programs that work to move individuals towards a more integrative setting. Can MISCC encourage demonstrations of a mobility manager be incorporated into the current operations the non-emergency Medicaid transportation manager, where such a manager is established?

**Potential Future Recommendations from 2008 Report.** TC has discussed some of the future recommendations promoted within the 2008 Report during workgroup sessions since the report was submitted to the Governor last year. TC would like direction from MISCC on these potential recommendations. To highlight these areas of focus for the workgroup:

- a. **ADA Service (Paratransit)** – Alternative methods of providing enhanced or expanded paratransit service. TC currently has an active Paratransit subcommittee ready to develop recommendations for MISCC.
- b. **Transit Oriented Development/Smart Growth** – Require MISCC agencies that directly invest in the development of new facilities and rehabilitation of existing

facilities to maximize existing infrastructure to promote the most accessible development (“Sustainable Communities” new federal policy).

- c. Pedestrian Amenities – Work with appropriate State and local agencies to review pedestrian access policies and enforcement (i.e. esp. for individuals with disabilities), and development of a plan to address deficiencies.

**Focus on several programs.** TC has struggled to keep the focus on the journeys that individuals with disabilities make every day and how the work of the committee can be directed towards developing the infrastructure mentioned above to allow for the creation of networks and supports that will make the next waiver or next program that much easier to implement. To that end Michael Peluso from VESID has identified several crosscutting programs (TC3) that are moving consumers towards more integrated settings. Solutions to the transportation needs for these programs should form the backbone of the infrastructure need