NCMM National Center for Mobility Management

SPRING INTO MOBILITY
April 21st 12:30 P.M. EST
Mobility Management Connections

EARTH DAY 2022

EVENT

Join us for a Pre-Earth Day celebration and conversation on the topic of innovation out of necessity and Mobility Management with a

Twist – Resource Sharing. Learn about innovative mobility strategies to address transportation gaps and the important role that mobility management has in facilitating community connections. Register for Mobility Management Connections below.

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https://nationalcenterformobilitymanagement.org

Scott Olson, NewTrax

Mike Greenbaum, NewTrax

David Moore, Schuyler County Transit

Sarah Hidalgo-Cook, SWART

Newtrax – Collaboration in Motion

- Fulfilling transportation needs of founding organizations Merrick and PAI that provide vocational and social services to adults with Intellectual and Developmental Disabilities

- Decreased number of vehicles on the road and utilizing existing assets (drivers and vehicles) to fill additional transportation gaps

- Meeting additional transportation needs in our communities through scheduled group rides primarily for senior and disabled populations

Newtrax – Collaboration in Motion Continued

- Creating senior circulator loops in our community (Greater White Bear area, Roseville, Forest Lake, Stillwater and urban East metro communities)

- Working to identify other options for on demand, individual rides for our targeted populations and collaborating with agencies around the state to fill these gaps

- Working with local, county, and state to identify transportation gaps and piloting programs of how to fill those gaps and sharing results with other agencies

3

Vehicle Fleet

- Fifty-one 15-passenger buses, one mini-van, two shop vehicles

- Buses range from 2013 – 2019's…life cycle of 6-7 years and 150,000 – 200,000 miles (due to chip shortage we will need to lengthen the lifecycle)

- We travel over one million miles a year

- Thirty-seven buses used for daily routes and mid-day outings for disability transportation

- Six to nine buses used daily for community transportation

Vehicle Maintenance Time Line

- 2011 – 2015   Outsourced Vehicle Maintenance
- 2015   Moved into New facility with maintenance bays and hired lead mechanic and $50,000 investment in lifts and equipment
- 2016   Started working on other nonprofits vehicles
- 2016 – 2022   Added additional mechanics (4 currently) and additional equipment to expand capabilities

Maintenance Work Done in-house

- Preventive Maintenance/oil changes every 4,000 miles
- Tire Repair & Replacement
- Complete Heating/Cooling Services
- Brake Repair
- Transmission Services
- Wheel Chair Lift repair (Certified Lift Gate Repair)
- Alignments
- Tuneups
- Light body work
- Bus Washes/Detailing
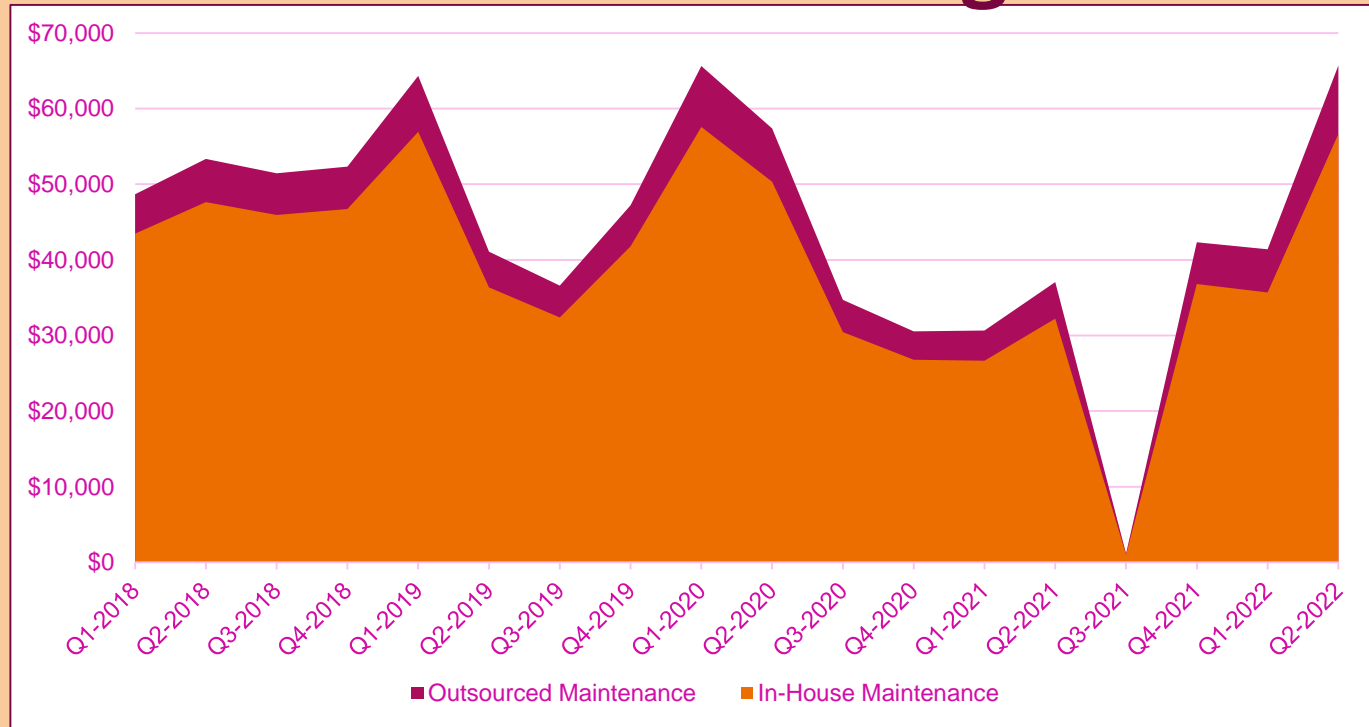- MnDOT MIP Certifications
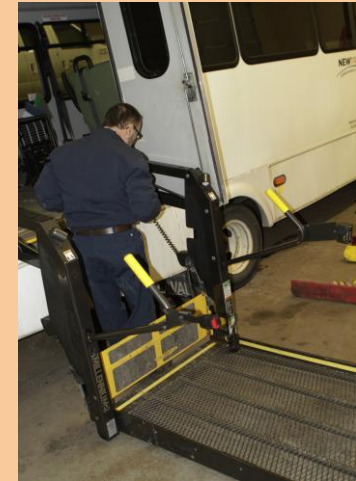
Advantages

- Know fleet better/specialization
- Direct communication with drivers
- No transit time or costs
- More work able to be done during mid-days and down times
- Stock parts
- Manage insurance claims
- Cost!!!

Vehicle Maintenance Program Costs

Legend: ■ Outsourced Maintenance ■ In-House Maintenance

Save approximately 18% or $28,000/year on Newtrax maintenance

Innovations

- Work on other Non-profit fleet vehicles
- Parting-out older buses as opposed to selling
- Catalytic Converter clamps
- Ability to provide basic work for employees at cost during down times as an employee perk
- Allow mechanics access during non-work hours to work on their personal vehicles

Questions?

Schuyler County Transit Cost Sharing

Photo courtesy of Charlie Berch.

Demographics

Approximately 17,900 residents.

Median income $53,291

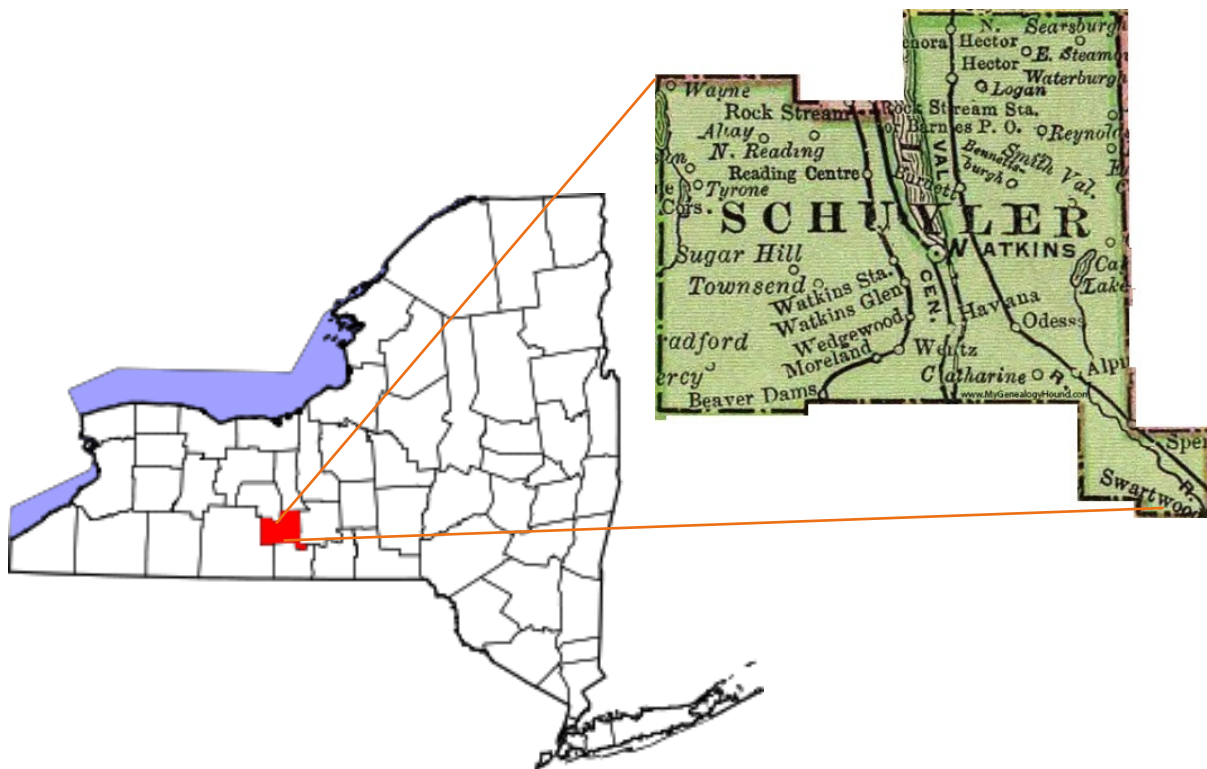21% of the population is over 65 years of age

15% below the poverty line

Less than 45 minutes to:

      Corning, NY (west)

      Ithaca, NY (east)

      Elmira, NY (south)

The basis for the transit system.

The Arc of Schuyler – providing supports for people with intellectual and developmental disabilities since 1972. (Merged with The Arc of Chemung in June 2020.)

In 2002, The Arc transported over 100 individuals to its main campus in Watkins Glen. The Arc maintained a fleet of 8 buses and CDL licensed drivers with passenger carry endorsements.

2002 to 2007 – Schuyler-Steuben Needs Study identifies unmet transportation need for region. Agencies with Schuyler County form partnerships and establish Schuyler County Coordinated Transportation Committee.

2007 – Coordinated Transportation plan identifies The Arc as the largest direct provider of NYSDOT transportation services. Other agencies – DHS, DSS, OFA, RSVP, and Head Start – support The Arc as the best candidate for transportation services.

2008 – 2010 – The committee works with county to develop public route that provides two rotating bus services through villages. Overlaying the routes with The Arc known passengers that might also ride public transit.

2010 – Village Connections and Dial-a-Ride services are launched as the inaugural services. The establishment of Mobility Manager.

2012 – Grants are used to augment Mobility Management with the creation of a one-call-one-click center.

2014 – Using dead head miles on Arc runs and an additional public transit bus, Corning Connections is introduced.

2018 – New route into Tompkins County is introduced – built on The Arc existing stops and built-in passengers.

2022 – With funding from NRTAP, Elmira Connections is added as another service. Providing employment and other services access.

Transportation Timeline

Cost Sharing – County Agreement

The Arc budgets the full cost of Mobility Management and each of the individual routes broken out separately.

A percentage allocation is determined based on the route/service, for example:

- Mobility Management – 100% county
- Route XYZ – split is based on percent of public passenger's vs percentage of Arc passengers
- Route 123 – serviced by Arc vehicle, so larger share is Arc cost
- The percentage is detailed in the annual agreement.

A monthly cost becomes part of the annual agreement. The Arc provides all reporting data to support the county's Section 5311 grant requirements.

Annual reconciliation against STOA revenue is provided for the annual report.

The Arc doesn't wait on Section 5311 funding and works in the counties budget cycle.

Cost Sharing/Funding Sources

GRANTS/OTHER FUNDING

Individuals with Disabilities (Section 5310) - Procure replacement fixed route buses for The Arc of Schuyler.

Schuyler County Transit (Section 5311) – Rural transportation.

Job Access & Reverse Commute (JARC) (Section 5316) - Procure trip reservation software and hardware [DEFUNCT]

New Freedom (Section 5317) – Mobility Management [DEFUNCT]

Non-Emergency Medicaid Transportation (NEMT) – trip subsidized through Medicaid billing. [DEFUNCT]

National Rural Transit Assistant Program (NRTAP) – training, website design, other grant programs

Additional funding through contracts with OFA, DSS, Mental Health, etc.

THE ARC CONTRIBUTIONS

Roster of CDL/19-A drivers that are also trained in CPR, crisis intervention, and other Arc/OPWDD specific trainings.

Mixed fleet of 5310, 5311, and private pay vehicles that provided spares and ability to expand services.

Financially supporting private/hybrid routes (especially non-grant eligible costs). (e.g., STOA reporting, TAM plan, MIS report)

Extensive facilities for fleet maintenance and management. Including an auto-detailing service.

Staff support for DOT functions – 19-A records, Drug & Alcohol Management, DOT inspections.

Infrastructure supports – information services, financial management, human resources.

Continued Partnerships

Mobility Manager continues to chair the Schuyler County Coordinated Transportation Committee.

The Arc regularly presents at the Schuyler County Legislature's subcommittees (Community Development and Natural Resources).

Transportation Link-Line is physically located in the county's Human Service Complex along side Office of the Aging and Department of Social Services.

The Arc is an active member of the county's Long Term Care Council, which routinely addresses transportation related issues.