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I N   S E N A T E

January 19, 2010

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Introduced by Sen. DILAN -- read twice and ordered printed, and when printed to be committed to the Committee on Transportation

AN ACT to amend the transportation law, in relation to computing the service payment paid to certain public transportation systems

THE PEOPLE OF THE STATE OF NEW YORK, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

1     Section 1. Subdivision 3 of section 18-b of the transportation law, as  
2     added by chapter 56 of the laws of 1975, paragraph (iv) as added by  
3     chapter 791 of the laws of 1975, is amended to read as follows:

4     3. [The] A. EXCEPT AS SET FORTH IN PARAGRAPH B OF THIS SUBDIVISION,  
5     THE quarterly service payment made to any public transportation system  
6     shall not be greater than a sum computed in one of the following  
7     manners:

8     (i) In the case of commuter rail, by adding the certified number of  
9     commuter rail passengers multiplied by two cents per passenger and the  
10    certified number of commuter rail vehicle or car miles multiplied by  
11    twenty-five cents per vehicle or car mile.

12    (ii) In the case of subway or rapid transit, by adding the certified  
13    number of subway or rapid transit passengers multiplied by two cents per  
14    passenger and the certified numbers of subway or rapid transit vehicle  
15    or car miles multiplied by eight cents per vehicle or car mile.

16    (iii) In the case of bus lines, by adding the certified number of bus  
17    passengers multiplied by two cents per passenger and the certified  
18    number of bus miles multiplied by seven cents per bus mile. For the  
19    purposes of computing quarterly service payments only mileage accumu-  
20    lated in revenue service shall be used. [Whenever] EXCEPT AS SET FORTH  
21    IN PARAGRAPH B OF THIS SUBDIVISION, WHENEVER it is determined by the  
22    commissioner that the amount of money appropriated for service payments  
23    is less than the total amount of money for which all public transporta-  
24    tion systems are eligible, the commissioner may establish on a quarterly  
25    or annual basis, a maximum service payment limit which is lower than  
26    that provided for in this section.

27    (iv) In the case of commuter ferry lines with the authorization for  
28    payment thereof for the fiscal year nineteen hundred seventy-five--nine-

EXPLANATION--Matter in ITALICS (underscored) is new; matter in brackets  
[ ] is old law to be omitted.

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1   teen hundred seventy-six to be in the discretion of the commissioner, by  
2   adding the certified number of annual ferry passengers multiplied by two  
3   cents per passenger, times the certified number of annual nautical ferry  
4   miles, times two-one hundred thousandths. [For] EXCEPT AS SET FORTH IN  
5   PARAGRAPH B OF THIS SUBDIVISION, FOR the purposes of computing quarterly  
6   service payments only mileage accumulated in revenue service shall be  
7   used.

8   B. IN THE CASE OF BUS LINES PROVIDED OR CONTRACTED FOR THE PROVISION  
9   OF (UNDER JOINT SUPPORT ARRANGEMENT) MASS TRANSPORTATION SERVICES BY THE  
10  ROCHESTER GENESEE REGIONAL TRANSPORTATION AUTHORITY, THE CENTRAL NEW  
11  YORK REGIONAL TRANSPORTATION AUTHORITY, THE NIAGARA FRONTIER TRANSPORTA-  
12  TION AUTHORITY OR THE CAPITAL DISTRICT TRANSPORTATION AUTHORITY, THE  
13  SERVICE PAYMENT MADE TO EACH APPLICANT THAT MAKES APPLICATION THEREFOR  
14  SHALL BE THE AMOUNT EQUAL TO THE SUM OF THE APPLICANT'S SHARE OF BASE  
15  AID DETERMINED IN ACCORDANCE WITH SUBPARAGRAPH (I) OF THIS PARAGRAPH,  
16  THE AMOUNT OF DISCRETIONARY AID PAYABLE TO THE APPLICANT AS DETERMINED  
17  BY THE COMMISSIONER IN ACCORDANCE WITH SUBPARAGRAPH (II) OF THIS PARA-  
18  GRAPH AND THE APPLICANT'S SHARE OF PERFORMANCE AID DETERMINED IN ACCORD-  
19  ANCE WITH SUBPARAGRAPH (III) OF THIS PARAGRAPH.

20  "APPLICANT" SHALL MEAN THE ROCHESTER GENESEE REGIONAL TRANSPORTATION  
21  AUTHORITY, THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY, THE  
22  NIAGARA FRONTIER TRANSPORTATION AUTHORITY AND THE CAPITAL DISTRICT  
23  TRANSPORTATION AUTHORITY.

24  "APPLICANT SHARE" SHALL MEAN RESPECTIVE AMOUNT OF BASE AID, DISCRE-  
25  TIONARY AID OR PERFORMANCE AID PAYABLE TO AN APPLICANT AND COMPUTED IN  
26  ACCORDANCE WITH SUBPARAGRAPHS (I), (II) AND (III) OF THIS PARAGRAPH.

27  "BASE AID" SHALL MEAN EIGHTY PERCENT OF THE AGGREGATE AMOUNT OF MONEY  
28  APPROPRIATED FOR SERVICE PAYMENTS FOR BUS LINES PROVIDED OR CONTRACTED  
29  FOR THE PROVISION OF (UNDER JOINT SUPPORT ARRANGEMENT) MASS TRANSPORTA-  
30  TION SERVICES BY THE ROCHESTER GENESEE REGIONAL TRANSPORTATION AUTHORI-  
31  TY, THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY, THE NIAGARA  
32  FRONTIER TRANSPORTATION AUTHORITY OR THE CAPITAL DISTRICT TRANSPORTATION  
33  AUTHORITY.

34  "DISCRETIONARY AID" SHALL MEAN FIVE PERCENT OF THE AGGREGATE AMOUNT OF  
35  MONEY APPROPRIATED FOR SERVICE PAYMENTS FOR BUS LINES PROVIDED OR  
36  CONTRACTED FOR THE PROVISION OF (UNDER JOINT SUPPORT ARRANGEMENT) MASS  
37  TRANSPORTATION SERVICES BY THE ROCHESTER GENESEE REGIONAL TRANSPORTATION  
38  AUTHORITY, THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY, THE  
39  NIAGARA FRONTIER TRANSPORTATION AUTHORITY OR THE CAPITAL DISTRICT TRANS-  
40  PORTATION AUTHORITY.

41  "PERFORMANCE AID" SHALL MEAN FIFTEEN PERCENT OF THE AGGREGATE AMOUNT  
42  OF MONEY APPROPRIATED FOR SERVICE PAYMENTS FOR BUS LINES PROVIDED OR  
43  CONTRACTED FOR THE PROVISION OF (UNDER JOINT SUPPORT ARRANGEMENT) MASS  
44  TRANSPORTATION SERVICES BY THE ROCHESTER GENESEE REGIONAL TRANSPORTATION  
45  AUTHORITY, THE CENTRAL NEW YORK REGIONAL TRANSPORTATION AUTHORITY, THE  
46  NIAGARA FRONTIER TRANSPORTATION AUTHORITY OR THE CAPITAL DISTRICT TRANS-  
47  PORTATION AUTHORITY.

48  "SERVICE AREA" SHALL MEAN THE GEOGRAPHIC AREA SERVED BY BUS LINES  
49  PROVIDED OR CONTRACTED FOR THE PROVISION OF (UNDER JOINT SUPPORT  
50  ARRANGEMENT) MASS TRANSPORTATION SERVICES BY THE APPLICANT.

51  "SERVICE PAYMENT" SHALL MEAN THE AMOUNT OF STATE ASSISTANCE MADE  
52  AVAILABLE TO AN ELIGIBLE PUBLIC TRANSPORTATION SYSTEM BY THE COMMISSION-  
53  ER, WITHIN THE PROVISIONS AND LIMITS OF THIS SECTION AND APPROPRIATIONS.

54  (I) BASE AID. THE APPLICANT'S SHARE OF BASE AID SHALL BE THE SUM OF:  
55  (A) THE APPLICANT'S ALLOCABLE SHARE OF RIDERSHIP; (B) THE APPLICANT'S

1 ALLOCABLE SHARE OF SERVICE AREA; AND (C) THE APPLICANT'S ALLOCABLE SHARE  
2 OF POPULATION OF SERVICE AREA.

3 "ALLOCABLE SHARE OF POPULATION OF SERVICE AREA" SHALL MEAN THE PRODUCT  
4 OF: (A) A PERCENTAGE EQUAL TO THE POPULATION OF THE SERVICE AREA OF THE  
5 APPLICANT DIVIDED BY THE AGGREGATE POPULATION OF THE SERVICE AREAS OF  
6 ALL APPLICANTS; AND (B) THE AMOUNT EQUAL TO SEVEN AND ONE-HALF PERCENT  
7 OF BASE AID.

8 "ALLOCABLE SHARE OF RIDERSHIP" SHALL MEAN WITH RESPECT TO EACH APPLI-  
9 CANT THE PRODUCT OF: (A) A PERCENTAGE EQUAL TO AN APPLICANT'S RIDERSHIP  
10 DIVIDED BY THE AGGREGATE RIDERSHIP OF ALL APPLICANTS; AND (B) THE AMOUNT  
11 EQUAL TO EIGHTY-FIVE PERCENT OF BASE AID.

12 "ALLOCABLE SHARE OF SERVICE AREA" SHALL MEAN THE PRODUCT OF: (A) A  
13 PERCENTAGE EQUAL TO THE AGGREGATE SQUARE MILES OF AN APPLICANT'S SERVICE  
14 AREA DIVIDED BY THE AGGREGATE SQUARE MILES OF THE SERVICE AREAS OF ALL  
15 APPLICANTS; AND (B) THE AMOUNT EQUAL TO SEVEN AND ONE-HALF PERCENT OF  
16 BASE AID.

17 (II) DISCRETIONARY AID. THE COMMISSIONER SHALL DETERMINE THE SHARE OF  
18 DISCRETIONARY AID PAYABLE TO EACH APPLICANT.

19 (III) PERFORMANCE AID. THE APPLICANT'S SHARE OF PERFORMANCE AID SHALL  
20 BE AN AMOUNT EQUAL TO THE SUM OF THE APPLICANT'S PERCENTAGE SHARE OF  
21 EACH CATEGORY. THE APPLICANT'S PERCENTAGE SHARE OF EACH CATEGORY SHALL  
22 BE COMPUTED BASED ON THE RANK ORDER ASSIGNED TO THE APPLICANT FOR EACH  
23 CATEGORY.

24 "BUS VEHICLE" SHALL MEAN A BUS VEHICLE PROVIDED OR CONTRACTED FOR THE  
25 PROVISION OF (UNDER JOINT SUPPORT ARRANGEMENT) MASS TRANSPORTATION  
26 SERVICES BY THE APPLICANT.

27 "CATEGORY" SHALL MEAN WITH RESPECT TO PERFORMANCE AID: (A) TOTAL  
28 EXPENSES TO RIDERSHIP; (B) TOTAL EXPENSES TO TOTAL VEHICLE HOURS; (C)  
29 SERVICE PAYMENT TO TOTAL EXPENSES; (D) FARE AFFORDABILITY; (E) RIDERSHIP  
30 TO REVENUE VEHICLE MILES; AND (F) CUSTOMER SATISFACTION.

31 "CUSTOMER SATISFACTION" SHALL MEAN THE PERCENTAGE OF SATISFACTION OF  
32 APPLICANT'S CUSTOMERS AS MEASURED BY CUSTOMER SURVEYS CONDUCTED ANNUALLY  
33 BY AN INDEPENDENT PERSON WITH SAMPLING AND METHODS CUSTOMARILY USED AND  
34 REASONABLY DETERMINED BY THE COMMISSIONER TO BE SUFFICIENT TO MEASURE  
35 CUSTOMER SATISFACTION. CUSTOMER SURVEYS SHALL MEASURE THE SATISFACTION  
36 OF CUSTOMERS BY THE PERCENTAGES OF CUSTOMERS SURVEYED REPORTING THAT  
37 THEY ARE NOT SATISFIED, SOMEWHAT SATISFIED, SATISFIED OR VERY SATISFIED  
38 IN THE AREAS OF: (A) OVERALL PERFORMANCE; (B) BUS ON TIME ARRIVAL; (C)  
39 DRIVER COURTESY AND HELPFULNESS; (D) BUSES STOPPING AND NOT PASSING BY;  
40 (E) CLEANLINESS OF BUSES; (F) CLARITY AND TIMELINESS OF ANNOUNCEMENTS OF  
41 STOPS; (G) EASE OF PAYING FARE; (H) EASE OF PURCHASING PASSES; (I) EASE  
42 OF READING ROUTE MAPS AND BUS SCHEDULES; AND (J) EASE OF CONTACTING  
43 APPLICANT. THE PERCENTAGES OF SATISFACTION IN EACH AREA SHALL BE  
44 REPORTED BY THE APPLICANT TO THE COMMISSIONER PURSUANT TO PARAGRAPH (C)  
45 OF SUBDIVISION FOUR OF THIS SECTION. THE PORTION OF PERFORMANCE AID  
46 ALLOCABLE TO THE CATEGORY OF CUSTOMER SATISFACTION SHALL EQUAL THE PROD-  
47 UCT OF: (X) THE PERCENTAGE SHARE ASSIGNED TO THE APPLICANT BASED ON ITS  
48 RANK ORDER IN THE CATEGORY OF CUSTOMER SATISFACTION; AND (Y) THE AMOUNT  
49 EQUAL TO FIFTEEN PERCENT OF AGGREGATE PERFORMANCE AID.

50 "DEADHEAD MILEAGE" SHALL HAVE THE MEANING GIVEN TO SUCH TERM IN THE  
51 REGULATIONS OF THE COMMISSIONER.

52 "EXPENSES" SHALL MEAN THE AGGREGATE EXPENSES, AS MAY BE DETERMINED BY  
53 THE COMMISSIONER, EITHER DIRECTLY OR INDIRECTLY INCURRED BY THE APPLI-  
54 CANT FROM, OR IN CONNECTION WITH, THE OPERATION OF PUBLIC TRANSPORTATION  
55 SERVICES DURING THE APPLICANT'S FISCAL YEAR, INCLUDING BUT NOT NECESSAR-  
56 ILY LIMITED TO: TRANSPORTATION EXPENSES (WAGES, FRINGE BENEFITS, FUEL,

OIL, ETC.); MAINTENANCE AND GARAGE EXPENSES (REPAIRS, TIRES, ETC.); STATION EXPENSES (SUPPLIES AND EXPENSES RELATING THERETO); TRAFFIC EXPENSES (TICKETS, ADVERTISING, ETC.); INSURANCE AND SAFETY EXPENSES; MARKETING, ADVERTISING AND OTHER REASONABLE EXPENSES DIRECTLY RELATED TO THE PROVISION OF PUBLIC TRANSPORTATION SERVICE AND A REASONABLE PORTION OF GENERAL ADMINISTRATION EXPENSES INCLUDING AUDITING COSTS. CAPITAL EXPENSES, AND DEPRECIATION ON THE PORTION OF PLANT ASSETS PURCHASED WITH GOVERNMENT FUNDS, ARE NOT CONSIDERED ALLOWABLE EXPENSES FOR THE PURPOSES OF THIS PROGRAM.

"FARE" SHALL MEAN THE HIGHEST ONE-WAY CASH FARE PAID BY AN ADULT PASSENGER UPON BOARDING A BUS VEHICLE.

"FARE AFFORDABILITY" SHALL MEAN THE RATIO DETERMINED BY DIVIDING THE FARE BY MEDIAN INCOME OF THE APPLICANT'S SERVICE AREA. THE PORTION OF PERFORMANCE AID ALLOCABLE TO THE CATEGORY OF FARE AFFORDABILITY SHALL EQUAL THE PRODUCT OF: (A) THE PERCENTAGE SHARE ASSIGNED TO THE APPLICANT BASED ON ITS RANK ORDER IN THE CATEGORY OF FARE AFFORDABILITY; AND (B) THE AMOUNT EQUAL TO TEN PERCENT OF AGGREGATE PERFORMANCE AID.

"MEDIAN INCOME" SHALL MEAN THE AVERAGE OF THE MEDIAN INCOME REPORTED BY THE UNITED STATES CENSUS BUREAU IN THE MOST RECENT UNITED STATES CENSUS FOR ALL CENSUS TRACTS WITHIN THE SERVICE AREA.

"POPULATION OF SERVICE AREA" SHALL MEAN THE POPULATION OF THE SERVICE AREA AS ESTIMATED IN JULY OF THE APPLICANT'S FISCAL YEAR BY THE UNITED STATES CENSUS BUREAU OR IF THE UNITED STATES CENSUS BUREAU SHALL ESTIMATE POPULATION OF THE SERVICE AREA IN A DIFFERENT MONTH THAN JULY, SUCH MONTH.

"RANK ORDER" SHALL MEAN THE RANK OF ONE, TWO, THREE, OR FOUR ASSIGNED TO EACH APPLICANT FOR EACH CATEGORY. THERE SHALL BE ASSIGNED TO EACH APPLICANT A RANK ORDER FROM ONE TO FOUR IN EACH OF THE FOLLOWING CATEGORIES WITH THE LOWEST RATIO IN EACH CATEGORY BEING ASSIGNED A RANK ORDER OF ONE, THE NEXT LOWEST IN EACH CATEGORY BEING ASSIGNED A RANK ORDER OF TWO, THE HIGHEST RATIO IN EACH CATEGORY BEING ASSIGNED A RANK ORDER OF FOUR AND SO ON: RATIO OF TOTAL EXPENSES TO RIDERSHIP; RATIO OF TOTAL EXPENSES TO TOTAL VEHICLE HOURS; RATIO OF SERVICE PAYMENT TO TOTAL EXPENSES; AND FARE AFFORDABILITY. THERE SHALL BE ASSIGNED TO EACH APPLICANT A RANK ORDER FROM ONE TO FOUR IN THE CATEGORY OF RATIO OF RIDERSHIP TO REVENUE VEHICLE MILES WITH THE LOWEST RATIO IN SUCH CATEGORY BEING ASSIGNED A RANK ORDER OF FOUR, THE NEXT LOWEST RATIO IN SUCH CATEGORY BEING ASSIGNED A RANK ORDER OF THREE, THE HIGHEST RATIO IN SUCH CATEGORY BEING ASSIGNED A RANK ORDER OF ONE AND SO ON. THERE SHALL BE ASSIGNED TO EACH APPLICANT A RANK ORDER FROM ONE TO FOUR IN THE CATEGORY OF CUSTOMER SATISFACTION WITH THE APPLICANT REPORTING THE HIGHEST PERCENTAGE OF SATISFIED OR VERY SATISFIED CUSTOMERS IN THE AREA OF TOTAL PERFORMANCE BEING ASSIGNED A RANK ORDER OF ONE, THE APPLICANT REPORTING THE NEXT HIGHEST PERCENTAGE OF SATISFIED OR VERY SATISFIED CUSTOMERS IN THE AREA OF TOTAL PERFORMANCE BEING ASSIGNED A RANK ORDER OF TWO, AND SO ON. EACH APPLICANT SHALL RECEIVE A PERCENTAGE SHARE OF PERFORMANCE AID ALLOCATED TO A CATEGORY BASED ON THE RANK ORDER ASSIGNED TO SUCH CATEGORY AS FOLLOWS:

RANK ORDER	PERCENTAGE SHARE OF CATEGORY
1	31%
2	27%
3	23%
4	19%

"REVENUE VEHICLE MILE" SHALL MEAN THE MOVEMENT OF ONE BUS VEHICLE PROVIDING MASS TRANSPORTATION SERVICES FOR A DISTANCE OF ONE MILE OF

REVENUE SERVICE. DEADHEAD MILEAGE IS NOT ELIGIBLE FOR CALCULATING SERVICE PAYMENTS.

"RIDERSHIP" SHALL MEAN THE AGGREGATE NUMBER OF PASSENGERS WHO BOARD BUS VEHICLES DURING THE FISCAL YEAR OF THE APPLICANT. PASSENGERS ARE COUNTED EACH TIME THEY BOARD BUS VEHICLES NO MATTER HOW MANY BUS VEHICLES THEY USE TO TRAVEL FROM THEIR ORIGIN TO THEIR DESTINATION.

"RIDERSHIP TO REVENUE VEHICLE MILES" SHALL MEAN THE RATIO DETERMINED BY DIVIDING RIDERSHIP BY AGGREGATE REVENUE VEHICLE MILES DURING THE APPLICANT'S FISCAL YEAR. THE PORTION OF PERFORMANCE AID ALLOCABLE TO THE CATEGORY OF RIDERSHIP TO REVENUE VEHICLE MILES SHALL EQUAL THE PRODUCT OF: (A) THE PERCENTAGE SHARE ASSIGNED TO THE APPLICANT BASED ON ITS RANK ORDER IN THE CATEGORY OF RIDERSHIP TO REVENUE VEHICLE MILES; AND (B) THE AMOUNT EQUAL TO TWENTY PERCENT OF AGGREGATE PERFORMANCE AID.

"SERVICE PAYMENT TO TOTAL EXPENSES" SHALL MEAN THE RATIO DETERMINED BY DIVIDING THE ANNUAL SERVICE PAYMENT RECEIVED BY THE APPLICANT DURING ITS FISCAL YEAR DIVIDED BY EXPENSES FOR SUCH FISCAL YEAR. THE PORTION OF PERFORMANCE AID ALLOCABLE TO THE CATEGORY OF SERVICE PAYMENT TO TOTAL EXPENSES SHALL EQUAL THE PRODUCT OF: (A) THE PERCENTAGE SHARE ASSIGNED TO THE APPLICANT BASED ON ITS RANK ORDER IN THE CATEGORY OF SERVICE PAYMENT TO TOTAL EXPENSES; AND (B) THE AMOUNT EQUAL TO FIFTEEN PERCENT OF AGGREGATE PERFORMANCE AID.

"TOTAL EXPENSES TO RIDERSHIP" SHALL MEAN THE RATIO DETERMINED BY DIVIDING EXPENSES BY RIDERSHIP. THE PORTION OF PERFORMANCE AID ALLOCABLE TO THE CATEGORY OF TOTAL EXPENSES TO RIDERSHIP SHALL EQUAL THE PRODUCT OF: (A) THE PERCENTAGE SHARE ASSIGNED TO THE APPLICANT BASED ON ITS RANK ORDER IN THE CATEGORY OF TOTAL EXPENSES TO RIDERSHIP; AND (B) THE AMOUNT EQUAL TO TWENTY PERCENT OF AGGREGATE PERFORMANCE AID.

"TOTAL EXPENSES TO TOTAL VEHICLE HOURS" SHALL MEAN THE RATIO DETERMINED BY DIVIDING EXPENSES BY AGGREGATE VEHICLE HOURS DURING THE APPLICANT'S FISCAL YEAR. THE PORTION OF PERFORMANCE AID ALLOCABLE TO THE CATEGORY OF TOTAL EXPENSES TO TOTAL VEHICLE HOURS SHALL EQUAL THE PRODUCT OF: (A) THE PERCENTAGE SHARE ASSIGNED TO THE APPLICANT BASED ON ITS RANK ORDER IN THE CATEGORY OF TOTAL EXPENSES TO TOTAL VEHICLE HOURS; AND (B) THE AMOUNT EQUAL TO TWENTY PERCENT OF PERFORMANCE AID.

"VEHICLE HOURS" SHALL MEAN THE HOURS A BUS VEHICLE TRAVELS FROM THE TIME IT PULLS OUT FROM ITS GARAGE TO GO INTO REVENUE SERVICE TO THE TIME IT PULLS IN FROM REVENUE SERVICE.

S 2. Subdivision 4 of section 18-b of the transportation law, as added by chapter 56 of the laws of 1975, is amended to read as follows:

4. a. [All] EXCEPT AS SET FORTH IN PARAGRAPH C OF THIS SUBDIVISION, ALL service payments shall be made upon an application of the public transportation system. Such application shall be filed between the second and the seventeenth day of the first month of each quarter. Upon application, the chief executive officer of each public transportation system shall certify to the commissioner, the total number of passengers such system estimates that it will carry and the total number of vehicle or car miles such system estimates that its equipment will travel in revenue service during the quarter for which such installment is to be paid.

Upon receipt and approval of such application and certifications the commissioner shall, by the tenth day of the next succeeding month, pay to the public transportation operator, the quarterly service payment.

b. [The] EXCEPT AS SET FORTH IN PARAGRAPH C OF THIS SUBDIVISION, THE chief executive officer of each public transportation system receiving a quarterly service payment pursuant to this section shall certify to the commissioner, within fifteen days after the end of the quarter for which

1 a service payment was received, the actual total number of passengers  
2 carried by the system during such quarter and the actual total vehicle  
3 or car miles the system's equipment traveled in revenue service during  
4 such quarter, and based upon such actual totals, the commissioner shall  
5 make such adjustments as may be appropriate in the amount of the service  
6 payment for such system for the succeeding quarter.

7 C. IN THE CASE OF BUS LINES PROVIDED OR CONTRACTED FOR THE PROVISION  
8 OF (UNDER JOINT SUPPORT ARRANGEMENT) MASS TRANSPORTATION SERVICES BY THE  
9 ROCHESTER GENESEE REGIONAL TRANSPORTATION AUTHORITY, THE CENTRAL NEW  
10 YORK REGIONAL TRANSPORTATION AUTHORITY, THE NIAGARA FRONTIER TRANSPORTA-  
11 TION AUTHORITY OR THE CAPITAL DISTRICT TRANSPORTATION AUTHORITY, ALL  
12 SERVICE PAYMENTS SHALL BE MADE UPON APPLICATION OF THE PUBLIC TRANSPOR-  
13 TATION SYSTEM. SUCH APPLICATION SHALL BE FILED WITHIN NINETY DAYS AFTER  
14 THE END OF EACH FISCAL YEAR OF THE PUBLIC TRANSPORTATION SYSTEM ACCOMPA-  
15 NIED BY THE AUDITED ANNUAL FINANCIAL REPORT OF THE PUBLIC TRANSPORTATION  
16 SYSTEM. THE APPLICATION SHALL CONTAIN THE INFORMATION REQUIRED BY PARA-  
17 GRAPH B OF SUBDIVISION THREE OF THIS SECTION AND SHALL COMPUTE THE  
18 PUBLIC TRANSPORTATION SYSTEM'S SHARE OF BASE AID AND PERFORMANCE AID.  
19 THE CHIEF EXECUTIVE OFFICER OF EACH PUBLIC TRANSPORTATION SYSTEM SHALL  
20 CERTIFY TO THE COMMISSIONER THE INFORMATION SET FORTH IN THE APPLICATION  
21 AND APPLICANT'S SHARE OF BASE AID AND PERFORMANCE AID COMPUTED THEREIN.  
22 UPON RECEIPT OF THE APPLICATION AND CERTIFICATION THE COMMISSIONER SHALL  
23 DETERMINE THE APPLICANT'S SHARE OF DISCRETIONARY AID TO BE PAID TO THE  
24 PUBLIC TRANSPORTATION SYSTEM. THE QUARTERLY SERVICE PAYMENT FOR THE  
25 FOLLOWING FISCAL YEAR OF THE PUBLIC TRANSPORTATION SYSTEM SHALL BE EQUAL  
26 TO THE SUM OF ONE-QUARTER OF THE APPLICANT'S SHARE OF BASE AID AND  
27 PERFORMANCE AID BASED ON THE INFORMATION SET FORTH IN THE APPLICATION  
28 AND ONE-QUARTER OF THE APPLICANT'S SHARE OF DISCRETIONARY AID DETERMINED  
29 BY THE COMMISSIONER. THE COMMISSIONER SHALL, BY THE TENTH DAY OF APRIL,  
30 JULY, OCTOBER AND JANUARY IN THE NEXT SUCCEEDING FISCAL YEAR OF THE  
31 PUBLIC TRANSPORTATION SYSTEM, PAY TO THE PUBLIC TRANSPORTATION SYSTEM,  
32 THE QUARTERLY SERVICE PAYMENT.

33 S 3. This act shall take effect immediately.