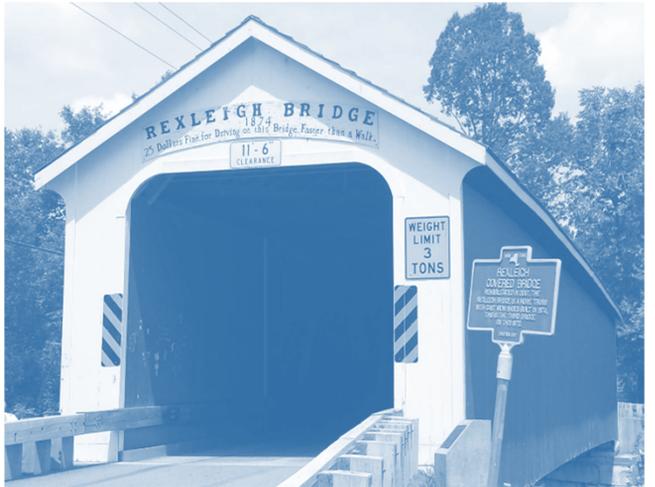
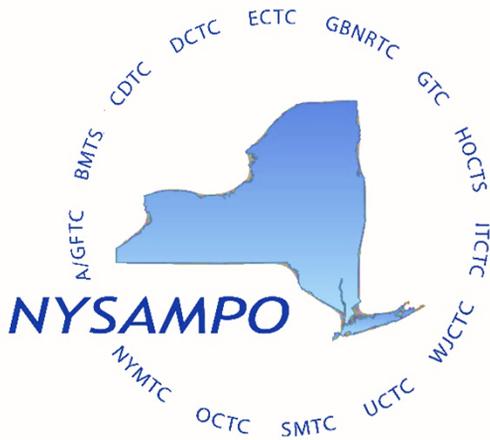




# New York State Association of Metropolitan Planning Organizations 2019-2020 Working Group Work Program



# 2019-2020 NYSAMPO Working Group Work Program

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## INTRODUCTION

The New York State Association of Metropolitan Planning Organizations (*NYSAMPO*) is a coalition of the fourteen MPOs in New York State, which have committed to work together toward common goals. One of the hallmarks of NYSAMPO are its eight Working Groups. The Working Groups exemplify cost-effective collaboration that yields benefits for MPO member agencies, including their State and Federal partners that participate directly in them.

The working groups were established several years ago and have evolved to address the issues and opportunities that MPOs may need to consider in their respective metropolitan transportation planning process. The current Working Groups are:

- ◆ Bicycle and Pedestrian
- ◆ Climate Change
- ◆ Freight
- ◆ Geographic Information Systems
- ◆ Modeling
- ◆ Safety
- ◆ Transit
- ◆ Transportation System Management and Operations

The primary benefits of the Working Groups include:

- ◆ Providing topical forums for key planning functions to share practices, identify training needs, and to collaborate on the development of best practices,
- ◆ Creating opportunities for MPO staff, the New York State Department of Transportation (NYSDOT), and other agency staff to develop professional networks through a “community of practice” concept,
- ◆ Collaborating with other Working Groups on topics of mutual interest,
- ◆ Involving additional partner agencies based on emerging issues and opportunities,
- ◆ Developing Fact Sheets and White Papers, with MPO member agencies as the primary audience, and
- ◆ Serving as advisory panels for statewide planning efforts including the National Performance Management Research Data Set (NPMRDS) web tool being developed by the University at Albany Visualization and Informatics Lab (Modeling Working Group), and the Statewide Freight Transportation Plan (Freight Working Group).

Over the past year, the Working Groups continued to meet regularly in-person, via web meetings, and on teleconferences to share items of interest and best practices, develop multiple Fact Sheets, disseminate information on Federal and State items of interest, provide input to NYSDOT on statewide planning activities, and look for ways to further integrate their respective activities with other Working Groups and stakeholders new to metropolitan planning. In addition, bicycle safety public service announcements were developed and made available on the newly-created NYSAMPO YouTube channel and a Local Road Safety Peer Exchange was held in Utica in August 2018.

## BICYCLE AND PEDESTRIAN WORKING GROUP

### **Goals**

1. Increase safe bicycling and walking by providing a forum to share best practices among NYSDOT Regions and MPOs through Working Groups meetings and shared emails, and help members plan projects.
2. Support the implementation of Complete Streets by NYSDOT, partner agencies and local jurisdictions.
3. Work with NYSDOT to review, develop and implement plans, policies, or Engineering Instructions that will improve walking and bicycling as a mode option and improve safety.
4. Collaborate with State agencies including the Governor's Traffic Safety Committee (GTSC), NYS Department of Health (NYSDOH), NYS Education Department, and NYS Department of Motor Vehicles; non-profit organizations including the New York Bicycling Coalition (NYBC) and Parks and Trails New York (PTNY); the Walk-Bike New York Planning Committee, and other NYSAMPO Working Groups to achieve mutual goals.
5. Track State and Federal legislative and regulatory initiatives related to bicycling and walking.

### **Tasks**

1. Provide a Forum for Sharing Bicycle and Pedestrian Best Practices
  - A. Meet at least four times per year whether in-person or by conference call.
    - i. Typically, two meetings will be teleconferences and two meetings will be in person. One in-person meeting would be a combined meeting with the Safety Working Group (potentially with other working groups depending on the topics of discussion) while the other would be a bicycle and pedestrian-focused meeting. In-person meetings should include a speaker and/or training element, if possible, to maximize the value of the event.
  - B. Support the GIS Working Group, Safety Working Group, and Transit Working Group by sharing and evaluating data and tools for Americans with Disabilities Act (ADA) Transition Plans. Work with the Safety Working Group to continue to develop and share methodologies on ADA Transition Plan best practices.
    - i. In particular, develop a standardized data schema for sidewalks and ramps. Review the Open Street Maps schema or other models (e.g., the Safe and Accessible Pedestrian Facilities Inventory Model or SAPFIM, etc.). Discuss with NYSDOT's Highway Data Services Bureau & Policy and Planning Division for alignment with their data collection and management activities. Discuss how this effort may tie-in to the AgileAssets Pavement Management System now being used by NYSDOT.
  - C. Continue to identify MPO best practices for conducting regular (annual or more frequent) pedestrian & bicycle counts. These may include add-ons to NYSDOT Regional traffic count programs or guidelines, use of the National Bicycle and

- Pedestrian Documentation Project guidelines, or the FHWA Traffic Monitoring Guidelines – Chapter 4.
- D. Encourage more MPO involvement in bicycle/pedestrian conferences and symposiums, in particular the Institute for Traffic Safety Management and Research’s Walk-Bike NY Symposium and NYBC State Bike Summit.
  - E. Print and distribute the updated Complete Streets Fact Sheet, and identify other potential fact sheets for development.
  - F. Undertake bike-share and scooter-share research in coordination with the Climate Change Working Group, the Capital Region Smart Communities Task Force, and others.
2. Improve Pedestrian and Bicycle Safety
- A. Work with the Safety Working Group to keep the Safety Education Toolkit on the NYSAMPO website up-to-date and to determine the most effective ways to provide this information to the public.
  - B. Work with the Safety Working Group and GTSC to broadcast the Bicycle Safety Public Service Announcements, and GTSC, NYSDOT, and NYSDOH to distribute the pedestrian safety campaigns and other related efforts. This effort will consider the appropriate media markets (e.g. television, radio, and social media) to maximize exposure to relevant parties.
3. Support Complete Streets Implementation
- A. Support the implementation of Complete Streets by NYSDOT and local jurisdictions.
    - i. Work with NYBC to promote their Complete Streets curriculum for local agencies.
    - ii. Develop a model local Complete Streets ordinance template tailored to NYS laws and regulations.
    - iii. Identify methods used to incorporate Complete Streets into MPO documents, including long range transportation plans (LRTPs). Work to create and maintain a toolkit of Complete Streets-related LRTP links and descriptions on the NYSAMPO website.
    - iv. Work with the partners to identify and deliver training on Complete Streets topics as part of regular working group meetings.
4. Coordinate with NYSDOT
- A. Work with NYSDOT to review, develop and implement plans, policies, or Engineering Instructions that affect walking and bicycling.
  - B. Continue to support NYSDOT Main Office’s Bicycle/Pedestrian Unit’s efforts to provide statewide bicycle facility information via mapping. Encourage NYSDOT to enable MPOs to update bicycle and pedestrian information on the NYSDOT website and web-based maps.
  - C. Work with NYSDOT as needed to implement the Empire State Trail.
  - D. Work with NYSDOT on an update to their Statewide Bike Plan. This would include discussing challenges and opportunities surrounding pedestrian and bicycle access

- and mobility.
5. Collaborate with State Agencies, partners, and other Working Groups
    - A. Continue to work with NYSDOT, GTSC, NYSDOH, and the Safety Working Group on the implementation of the Pedestrian Safety Action Plan and the implementation of Highway Safety Improvement Program (HSIP)-funded local and State pedestrian safety projects.
    - B. Work with NYSDOH, GTSC, NYBC, and other organizations as needed to support and promote bicycling, walking, and complete streets.
    - C. Increase coordination with the Transit Working Group regarding bicycle and transit integration. Coordinate with the American Public Transportation Association to provide a presentation on their recently released Bicycle and Transit Integration guide.
    - D. Collaborate with the Safety Working Group to research the safety implications of legalizing e-bikes and electric scooters in New York State.
  6. Track Federal and State Legislative and Regulatory Initiatives
    - A. Track State legislative and regulatory initiatives related to biking and walking and provide input to the NYSAMPO Directors for their knowledge and potential action. Examples include:
      - i. A 3-foot amendment to the State's Safe Passing Law.
      - ii. Adding bicycle and pedestrian law questions to the NYS Driver's License Exam.
      - iii. Legalizing e-bike use on public roadways through NYS Senate Bill 1357, which defines the term electric-assisted bicycle.
      - iv. Potential changes to the State complete streets law and the NYSDOT complete streets checklist.
    - B. Track Federal transportation rulemaking and performance measures related to walking and bicycling.

## CLIMATE CHANGE WORKING GROUP

### *Goals*

1. Provide a forum for sharing best practices among the MPOs and with State, Federal, and other planning partners regarding climate change mitigation and adaptation, and sustainability.
2. Provide input to regional, state, or federal planning processes, legislation, and outreach initiatives that address climate change mitigation and adaptation, transportation system resiliency, and sustainability in New York State.
3. Engage with partners and stakeholders, including NYSDOT, the New York State Department of Environmental Conservation (NYSDEC), and the New York State Energy Research and Development Authority (NYSERDA) to stay informed about and participate in ongoing statewide climate change and sustainability efforts, including the details of the "Green New Deal."
4. Produce technical guidance and resources about climate change mitigation and adaptation, transportation system resiliency, and sustainability actions for MPO staff.
5. Assess data needs related to climate change across MPOs in New York State and elsewhere.

### *Tasks*

1. Provide a Forum for Sharing Best Practices
  - A. Hold quarterly meetings (ideally, three web meetings and an in-person meeting). Provide opportunities for partners from NYSDOT, NYSDEC, NYSERDA, and other agencies to present at meetings.
2. Provide Input to Planning Processes and Legislation
  - A. Provide comment letters on behalf of the Climate Change Working Group and NYSAMPO as needed.
  - B. Provide feedback and insight on developing policies and programs related to the Green New Deal and monitor actions related to the Regional Low-Carbon Transportation Policy spearheaded by the Transportation and Climate Initiative of the Northeast and Mid-Atlantic States.
  - C. Provide input on electric vehicle charging station deployment across the state
3. Engage with Partners and Stakeholders
  - A. Collaborate with NYSDOT on next steps for designated Alternative Fuel Corridors.
  - B. Work with New York State to provide input on and disseminate information about the VW Settlement.
4. Produce Technical Guidance and Resources
  - A. Post relevant resources to the Climate Change Working Group website on an ongoing basis.

- B. Target the development of up to two Fact Sheets or White Papers, including one on transportation system resiliency and reliability planning best practices.
5. Assess Data Needs
- A. Track changes to targets and associated progress towards the System Performance and Congestion Mitigations and Air Quality Improvement Program National Performance Management measures.
  - B. Explore the feasibility of collaborating with other Working Groups on developing tools or other guidance documents related to emissions, emerging technologies, and new mobility – trends which accelerate the transition of New York State’s transportation system to carbon neutral.

## FREIGHT WORKING GROUP

### ***Goals***

1. New York State Freight Transportation Plan Support: Assist in the implementation and monitoring of the plan on behalf of the state's metropolitan areas.
2. Knowledge Transfer: Build technical capacity by serving as a forum for dialogue among MPOs, NYSDOT, and others to share freight planning practices, arrange for relevant training courses, and disseminate ideas on effective public communication about the importance of freight.
3. Integration: Assist in the further incorporation of freight into MPO planning practice at all levels from the LRTP through unified planning work program (UPWP) initiatives to the transportation improvement program (TIP).
4. Stakeholder Outreach: Engage other freight-related organizations to determine opportunities to inform them of what MPOs in New York State are advancing and possibly work together on in the future.
5. Transformational Technologies: Monitor and assess technical advances (e.g., automated vehicles, additive manufacturing, etc.) that impact the number, type, and mode of trips used to deliver goods to businesses and residences.
6. Data Availability: Catalogue and evaluate the accessibility, quality, and cost of data that can be used to better analyze freight movements at various geographies from a statewide perspective to increase cost-effectiveness and efficiency.
7. Global and National Economies: Track the interrelationships between economic issues, trends, and resulting business models that impact metropolitan economies in New York State.

### ***Tasks***

1. NYS Freight Transportation Plan Support
  - A. Act as a key stakeholder group to share and provide input from the metropolitan area perspective with NYSDOT and affected stakeholders on the implementation of the plan.
  - B. Receive briefings on plan activities and status via NYSDOT participation on Freight Working Group webmeetings, emails, and other means.
  - C. Provide contacts for metropolitan freight stakeholders to ensure all needed viewpoints are considered in the implementation of the plan.
2. Knowledge Transfer
  - A. Hold quarterly webmeetings, which include a roundtable agenda item so MPOs and other members can share current freight-related planning activities and lessons learned.
  - B. Identify and participate in (to the extent practical) web-based, teleconference, and in-person training opportunities of short- and longer-term durations – these include

- Talking Freight webinars, single-day and multi-day peer exchanges, the I-95 Corridor Coalition's Freight Academy, and other offerings.
- C. Hold a freight facility site visit with an in-person meeting afterwards on a bi-annual basis. In 2019-2020, this site visit/meeting could be held in conjunction with the NYSAMPO Conference.
  - D. Coordinate the development of an analysis of the most recent results of the Freight Program Assessment for distribution to members and discussion on a webmeeting with Federal Highway Administration New York Division (FHWA NY) assistance.
  - E. Produce an annual review document that summarizes planning initiatives and activities undertaken by members for distribution to interested parties and posting on the NYSAMPO website.
3. Integration
- A. Monitor, discuss, and implement/respond to future iterations of federal freight-related rulemakings and requirements including (but not limited to):
    - i. Track changes to targets and associated progress towards the Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) National Performance Management measure.
    - ii. Additions/re-designations and associated certifications of the National Multimodal Freight Network, National Highway Freight Network, and Critical Urban Freight Corridors inclusive of any updates.
  - B. Scan for, identify, and (as appropriate) discuss and track initiatives, projects, and regulations that have the potential to be of significance statewide or to multiple regions including (but not limited to):
    - i. Open road/cashless tolling impacts on tandem trailer movements at NYS Thruway Authority interchanges.
    - ii. Safety and security issues related to hazardous materials and customs procedures at international ports.
    - iii. Resiliency concerns related to aging infrastructure and the impacts of more frequent extreme weather events.
  - C. Ensure that freight projects in metropolitan areas are fully considered for submission to discretionary funding programs (namely, INFRA), and identify potential support activities that MPOs can provide to their members who may be considering a submission.
  - D. Communicate with other Working Groups to determine opportunities for coordinated actions that further integrate freight into other MPO planning activities (e.g., automated/connected trucks with the Transportation System Management and Operations Working Group, cleaner vehicles/fuels with Climate Change Working group, data and analysis of existing and projected freight movements with the Modeling Working Group, etc.).
4. Stakeholder Outreach
- A. Increase awareness among freight-related organizations and associations of the presence and role of the Freight Working Group, and offer them the opportunity to

present as part of the quarterly webmeetings. Potential organizations and associations include (but are not limited to):

- i. New York Shipping Association
- ii. I-95 Corridor Coalition
- iii. Railroads of New York
- iv. Trucking Association of New York
- v. Empire State Development/Regional Economic Development Council representatives

Structure discussions with stakeholders to ensure that legislative and regulatory items such as driver hours of service rules, national trade policies, ballast water discharge issues, Jones Act, and Harbor Maintenance Fee concerns are included.

- B. Identify the freight planning initiatives, capabilities, and techniques of state DOTs and MPOs in surrounding states.

### 5. Data Availability, Transformational Technologies, & Global and National Economies

- A. Inventory data sources (outside of Transearch, NPMRDS, and Freight Analysis Framework), analysis techniques, and modeling applications utilized by other MPOs for distribution to members and discussion on a webmeeting (FHWA NY assistance would be helpful).
- B. Monitor advances in technologies such as automated/connected vehicles, additive manufacturing, and drones that impact the amount and type of goods moved, modal options selected, and land use, and communicate the associated planning implications to members as appropriate.
- C. Monitor macro level economic trends such as the further integration of e-commerce with bricks and mortar retail that impact the amount and type of goods moved, modal options selected, and land use, and communicate the associated planning implications to members as appropriate.

## GIS WORKING GROUP

### ***Goals***

1. Knowledge Transfer: Conduct in-person meetings as the primary means for sharing practices and information on opportunities.
2. Data Collection and Assessment: Identify, compile, and assess spatial data that is useful to MPOs and their member agencies and, to the extent practical, partner organizations.
3. Coordination: Utilize the group as a forum for coordination with partner organizations to obtain and share data and practices.
4. Software: Ensure to the greatest extent practical that GIS software applications are consistent across the MPOs in New York State.
5. Training: Identify training opportunities to improve the technical capabilities of MPO staff.

### ***Tasks***

1. Knowledge Transfer
  - A. Incorporate discussions about best practices for using GIS software packages and algorithms
  - B. Consider additional conference calls and other communications as appropriate
2. Data Collection and Analysis:
  - A. Identify potential enhancements to existing data sources and altogether new ones for items such as traffic counts, pavement condition reporting, crash records, and travel demand surveys.
  - B. Determine how GIS technology can actively assist in data analysis efforts related to performance-based planning and programming, including MAP-21-related target setting and reporting. (It is anticipated that sharing methods and ideas on how to spatially manage and measure various elements of system performance will be an ongoing effort of this group)
3. Coordination:
  - A. Coordinate with other NYSAMPO Working Groups on GIS-related efforts, as needed and requested.
  - B. Ensure data flow from NYSDOT is as efficient and complete as possible by monitoring changes to NYSDOT's data procedures and working with NYSDOT staff to understand data availability and archiving
4. Software
  - A. Work with NYSDOT to continue to provide ArcGIS Desktop Basic and Advanced licenses and extensions as well as ArcGIS Pro and ArcGIS Online licenses and extensions.

### 5. Training

- A. Regularly poll members to identify professional development needs.
- B. Identify and request relevant training based on needs determined through aforementioned polling (this may include vendor-based training on significant changes to ESRI Arc software).

## MODELING WORKING GROUP

### ***Goals***

1. Facilitate a network of colleagues to encourage sharing of ideas and questions about modeling on an informal basis throughout the year.
2. Hold a minimum of four meetings per year with at least one as an in-person meeting. Invite partners from NYSDOT and other agencies to meetings to present and discuss data and modeling applications.
3. Evaluate data needs that are applicable to other Working Groups, including facilitating data coordination among the MPOs and with NYSDOT.
4. Share interesting modeling application practices at each in-person meeting to spur creative thinking throughout the modeling community towards the broader use of existing and potential tools.
5. Share best practices related to post-processing activities such as air quality and greenhouse gas (GHG) emission modeling/estimation.

### ***Tasks***

1. Enhancing Data-Driven Planning
  - A. Facilitate data coordination among MPOs and with NYSDOT and other data partners to improve modeling, planning, and the development and tracking of performance measures.
    - i. NYSDOT's National Performance Management Research Data Set (NPMRDS) Web-Tool initiative: This initiative has provided an archive and web-based tool to access the NPMRDS. The University at Albany Visualization and Informatics Lab has been under contract with NYSDOT for this task. The Modeling Working Group is serving as an advisory committee to NYSDOT as this task progresses. The Modeling Working Group will continue to work with NYSDOT to develop planning applications based on speed and performance data for MPO planning, including the fraction of time spent in each speed bin specified in the U.S. Environmental Protection Agency's Motor Vehicle Emissions Simulator (MOVES).
    - ii. National Performance Management Measures: Based on NPMRDS data, the Modeling Working Group will provide support for NYS MPOs implementing performance based planning using the NPMRDS Web-Tool. The AVAIL Team has added functionality to the Web-Tool to calculate the following measures: Level of Travel Time Reliability, Truck Travel Time Reliability Index, and Hours of Peak Hour Excessive Delay per Capita. These performance measures will be used to determine and evaluate federally-required targets. They can also be used at the corridor level for more in depth, optional analysis.
    - iii. Freight Data: The Modeling Working Group will discuss and evaluate emerging opportunities for freight modeling. The Modeling Working Group will continue to coordinate with the Freight Working Group with respect to freight data for integrated planning.

- iv. Vehicles Miles Traveled (VMT) Growth Trends: Through research and dialogue, the Modeling Working Group will develop an understanding of current trends in VMT growth and implications for MPO modeling and forecasting of travel. Reversing long-term previous trends, VMT per capita has been growing at a slower rate nationally, while absolute VMT growth has been slowing in metropolitan areas in New York State.
- v. The NYSDOT Statewide Policy & Performance Bureau is extending its purchase of 2017 National Household Travel Survey (NHTS) Add-on Data to the MPOs for their use. The purchase represents over 15,000 samples taken across the state, capturing non-commercial travel by all modes and the characteristics of the travel, household members, and their vehicles. The Add-on data will be available through the Data Explorer found on the NHTS website. The Data Explorer mimics the functionality of the NHTS public-use tool but with the added ability to select weighting (five- or seven-day) and the choice of three levels of geography to include in cross tabulations (county, MPO, or state).

The Modeling Working Group will work with NYSDOT to understand and analyze 2017 NHTS data and its implications for MPO modeling and forecasting. The Modeling Working Group will discuss how new data resources can be used in maintaining the underlying travel data in between major travel survey efforts.

The Modeling Working Group will work with NYSDOT to review plans and options for the post-2017 version of the NHTS. New methodologies including a proposed shift to passive data sources will be considered in the review.
- vi. Travel Demand Management (TDM): Ongoing MPO travel demand management initiatives are influencing travel patterns and new ride-hailing services (via Transportation Network Companies) have the potential to significantly transform travel behavior. Other new services such as bike share are also changing travel. The Modeling Working Group will continue to monitor the impacts of TDM activities on modeling and forecasting.
- vii. Connected and Automated Vehicles: The Modeling Working Group will continue to monitor the impacts of developments in these technologies, as well as emerging best planning practices on modeling and forecasting. The Modeling Working Group will explore the products of the national Association of MPOs' Connected and Automated Vehicles Work Group for applications to MPO modeling and planning in New York State.
- viii. Travel Data: The Modeling Working Group will evaluate sources of passive travel data and explore its use in the travel demand forecast models.
- ix. Census Data: The Modeling Working Group will monitor census activities. The new Census Transportation Planning Products Program will roll out next year, and the Modeling Working Group will pursue associated training as necessary.

## 2. Enhancing Modeling Practice

- A. Scenario Planning: The Modeling Working Group will explore best practices for incorporating scenario planning into MPO practice, especially with respect to the expected transformation of travel behavior, including changes in VMT growth and penetration of connected and automated vehicles in the fleet mix.

- B. Explore the practice of looking back at old MPO forecasts as part of the calibration of existing models with new data.
- 3. Collaboration with Other Working Groups
  - A. The Modeling Working Group will collaborate with NYSDOT, the Climate Change Working Group, the Freight Working Group, and the Transportation System Management and Operations Working Group in estimating and forecasting transportation GHG emissions for LRTP and TIP performance measures. The Modeling Working Group will explore emerging trends and data sources, including:
    - i. Connected and autonomous vehicle technology,
    - ii. Declining per capita trends in VMT, and
    - iii. Operations and management strategies, including Intelligent Transportation Systems deployment and implementation.
- 4. Web Page
  - A. The Modeling Working Group will provide a web page on the NYSAMPO site to share modeling practice presentations.
- 5. Training
  - A. The Modeling Working Group will identify training needs and opportunities in modeling and air quality (specifically, on the application of MOVES and other mobile source emission models). The Modeling Working Group will explore opportunities for the staff consultant to provide training and tools through in-person trainings at meetings, a clearinghouse on the website, and other means.

## SAFETY WORKING GROUP

### **Goals**

1. Provide a forum for the exchange of planning related ideas and information for a range of federal, state, regional and local safety partners.
2. Collaborate with NYSDOT and other safety partners on State and Federal safety initiatives.
3. Provide training and data support for MPO safety planning efforts.

### **Tasks**

1. Work Group Meetings
  - A. Conduct monthly teleconferences and at least one in-person meeting to exchange information and ideas related to multi-modal safety planning on all public roads in New York State.
  - B. Identify best practice presentations and training from practitioners both within and outside New York to be provided during the teleconferences and in-person meeting.
  - C. Plan for one in-person meeting to be a joint meeting with the Bicycle and Pedestrian Working Group and GIS Working Group in conjunction with the NYSAMPO Conference.
2. Participate in Statewide Safety Planning Initiatives
  - A. Work with NYSDOT and safety partners on the implementation of the Strategic Highway Safety Plan and related action plans.
  - B. Continue to work with NYSDOT, GTSC, NYSDOH, and the Bicycle and Pedestrian Working Group on the implementation of the Pedestrian Safety Action Plan and the implementation of HSIP-funded local and state pedestrian safety projects.
  - C. Track changes to targets and associated progress towards the National Safety Performance Management measures.
  - D. Participate in the update of the NYS Traffic Records Strategic Plan through the NYS Traffic Records Coordinating Council.
  - E. Support the Bicycle and Pedestrian Working Group, GIS Working Group, and Transit Working Group by sharing and evaluating data available for ADA Transition Plans. Continue to develop and share methodologies on ADA Transition Plan best practices.
  - F. Collaborate with the Bicycle and Pedestrian Working Group to research the safety implications of legalizing e-bikes and electric scooters in New York State.
3. Collaborate with Safety Partners
  - A. Collaborate with NYSDOT, GTSC, and NYSDOH on the development and implementation of safety education programs.
  - B. Continue serving on the engineering committee of the New York State Association of Traffic Safety Boards.

- C. Coordinate with other NYSAMPO Working Groups on overlapping safety related topics.
4. Data
- A. Continue to participate with NYSDOT in the development of the CLEAR (Crash Location Engineering & Analysis Repository) application to replace ALIS (Accident Location Information System).
  - B. Continue to provide feedback to NYSDOT on ALIS and to Institute for Traffic Safety Management and Research on the Traffic Safety Statistical Repository. Track safety performance measures statewide and by MPO.
  - C. Survey the New York State MPOs about what they do regarding safety planning and project programming (include projects funded using HSIP Funds, analysis tools, project identification methods, and UPWP work tasks). Summarize the results in a White Paper highlighting the range of approaches and to identify training and other needs.
5. Training
- A. Collaborate with NYSDOT and Cornell Local Roads Program Local Technical Assistance Program on the development of a HSIP training program for New York State, including analysis methods, eligible countermeasures (both site specific and systemic project types), and other topics related to safety funding to encourage consistency.
  - B. Identify and deliver training on high priority safety topics as part of regular working group meetings.
  - C. Explore training delivery options for local governments for the HSIP.
6. Education/Outreach
- A. Work with the Bicycle and Pedestrian Working Group and GTSC to broadcast the Bicycle Safety Public Service Announcements, and GTSC, NYSDOT, and NYSDOH to distribute the pedestrian safety campaigns and other related efforts. This effort will consider the appropriate media markets (e.g. television, radio, and social media) to maximize exposure to relevant parties.
  - B. Work with safety partners to launch outreach campaigns on distracted and impaired driving.

## TRANSIT WORKING GROUP

### **Goals**

1. Review proposed State and Federal legislation, regulations, and rulemakings and provide input to the NYSAMPO Directors for their knowledge and potential action.
2. Coordinate with other NYSAMPO Working Groups as needed throughout the year.
3. Monitor state and Federal legislation and regulations, as applicable, and provide input to the NYSAMPO Directors for their knowledge and potential action.
4. Promote coordination of transit planning and programming activities among MPOs, NYSDOT, transit providers, and Federal Transit Administration (FTA) staff.

### **Tasks**

1. Promote Knowledge Transfer
  - A. Meet four times per year with one meeting in-person, if it adds value to the discussion. Meetings are anticipated to take place in March, June, September, and December. Subject matter experts will be invited to present/discuss on relevant topics.
  - B. Determine the feasibility of sponsoring a National Association of City Transportation Officials *Transit Street Design Guide* training, potentially at the NYSAMPO Conference.
  - C. Share experience/information on non-emergency Medicaid transportation issues with respect to trip assignment and fiscal impacts on transit systems and services.
  - D. Develop an additional Fact Sheet, potentially on a previously-identified topic such as corridor-specific transit and land use integration strategies, bus rapid transit, light rail transit, or express bus.
  - E. Encourage MPO staff to share information on transit-focused work taking place within each MPO at the quarterly meetings by providing a short presentation on the main elements that might be of interest to Working Group Members (e.g., plans, actions, events, etc.).
  - F. Share and discuss current and developing practice on:
    - i. Mobility Management (e.g., coordination, information/public engagement, operational roles, etc.);
    - ii. Mobility as a Service (e.g., business models/concepts, etc.);
    - iii. Transit and TNCs as they relate to specific actions/activities taking place across NYS;
    - iv. Transit planning in LRTPs; and
    - v. Transit operator involvement in scoping and planning improved pedestrian access to transit stops and stations (including ADA Transition Plan considerations

for local municipalities) in coordination with the Bicycle and Pedestrian Working Group and Safety Working Group.

### 2. Coordinate with Other NYSAMPO Working Groups

- A. Share and discuss current and developing practice on implementation and implications of connected and autonomous vehicles in relation to transit services and infrastructure with the Modeling Working Group and Transportation System Management and Operations Working Group.
- B. Increase coordination with the Bicycle and Pedestrian Working Group regarding bicycle and transit integration. Coordinate with the American Public Transportation Association to provide a presentation on their recently released Bicycle and Transit Integration guide.
- C. Coordinate with the Bicycle and Pedestrian Working Group, GIS Working Group, and Safety Working Group regarding the A/GFTC ADA Transition Plan GIS-based sidewalk and crosswalk analysis tool training opportunity scheduled to take place in the spring of 2019.

### 3. Monitor State and Federal Legislation and Regulations

- A. Track changes to targets and associated progress towards the Transit Asset Management and Safety Performance Management measures.

### 4. Promote Coordination of Transit Planning and Programming Activities

- A. Work with NYSDOT to facilitate rollout of the next round of the FTA Section 5310 Program.
- B. Share notices of transit-related funding opportunities and programs.
- C. Identify and discuss data sources, collection techniques, and new technology that support transit planning activities. Schedule a webinar presentation by other MPO(s) as a peer presentation/discussion.
- D. Develop a best practices repository for MPO staff to utilize when working through different transit issues.
- E. Discuss ongoing and transit-related enhancements to the NY511 System

## Transportation Systems Management and Operations Working Group

### ***Goals***

1. Knowledge Transfer: Provide a venue for transferring Transportation System Management and Operations (TSMO) knowledge, experiences, and best practices among members and partners.
2. Policy Coordination: Provide commentary on Federal and New York State TSMO and congestion management-related policies, initiatives, and legislation to NYSAMPO Directors.
3. Coordinate Planning Initiatives for Emerging TSMO Issues: Facilitate a uniform planning approach to emerging issues in the TSMO field among MPOs in New York State by coordinating TSMO-related initiatives across member agencies.
4. Long Range Transportation Plans: Support member MPO efforts to integrate TSMO-supportive commentary and recommendations into their Long Range Transportation Plans.
5. Congestion Management Process: Support member agency efforts to integrate TSMO-oriented congestion management strategies into their Congestion Management Process, including the use of performance measures to monitor congestion and inform those strategies.

### ***Tasks***

1. Knowledge Transfer
  - A. Conduct teleconferences/webmeetings at least four times per year with presentations by subject matter experts.
  - B. Distribute pertinent information (TSMO-related publications, websites, training opportunities, etc.) to members via e-mail.
  - C. Work with member agencies to host training sessions for MPO staff and other interested stakeholders on technical topics related to TSMO programs and activities, including associated materials.
2. TSMO Policy Coordination
  - A. Prepare comment letters on the anticipated impacts of federal and New York State TSMO and congestion management-related policies, initiatives, and legislation for consideration by the NYSAMPO Directors on an as-needed basis.
3. Coordinate Planning Initiatives for Emerging TSMO Issues
  - A. Promote a common approach to emerging issues where feasible and practical, and support member agency actions to implement TSMO-related programs and projects, especially those of statewide and/or inter-regional significance.
  - B. In coordination with other Working Groups, identify emerging issues in the TSMO field that are of broad interest and significance across the state.
  - C. Convene roundtables of MPO staff and subject matter experts to discuss how MPOs can best prepare for these emerging issues.

- D. Prepare fact sheets and supporting materials outlining how MPOs can prepare for emerging issues.
4. Long Range Transportation Plans
- A. Support member MPO efforts to integrate TSMO-supportive commentary and recommendations into their long range/metropolitan transportation plans including, but not limited to:
    - i. Importance of interagency and multi-jurisdictional coordination and collaboration,
    - ii. Identification of desired future capabilities that regional TSMO partners want to develop and the associated ITS field instrumentation deployments needed to support those capabilities, and
    - iii. Impacts of recent trends and emerging technologies.
  - B. Provide TSMO resources for member agencies to use when revising/updating their long range/metropolitan transportation plans.
  - C. Produce a fact sheet listing key TSMO-supportive concepts for MPOs to consider integrating into their long range/metropolitan transportation plans.
  - D. Review and comment on member agency draft TSMO-related materials on an as-needed basis.
5. Congestion Management Process (CMP)
- A. Provide congestion management-related TSMO resources for member agencies to refer to when revising/updating their CMPs.
  - B. Produce a fact sheet discussing key TSMO-oriented congestion management strategies for MPOs to consider integrating into their CMP.
  - C. Review and comment on member agency draft CMP-related materials on an as-needed basis.