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New York State Association of Metropolitan Planning Organizations 2020-2021 Working Group Work Program



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2020-2021 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 (GIS)
- ◆ Modeling
- ◆ Safety
- ◆ Transit
- ◆ Transportation Systems 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, and the Long-Range Statewide Transportation Plan.

The Work Program identifies those specific activities that Working Groups anticipate prior to the beginning of the upcoming year. Knowledge transfer, review of proposed State and Federal legislation, regulations, and rulemakings, and opportunities to enhance Long Range Plans are conducted continuously. *In-person meetings included in this work program are subject to the ability to gather due to the COVID-19 pandemic.*

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 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, two joint Working Group meetings were held as part of the 2019 NYSAMPO Conference and Working group members were instrumental in developing technical session presentation ideas and identifying associated speakers.

BICYCLE AND PEDESTRIAN WORKING GROUP

Goals

1. Increase safe bicycling and walking by providing a forum to share best practices and help members plan projects that improve safety through Working Group meetings and email correspondence.
2. Support the implementation of Complete Streets by MPOs, NYSDOT, partner agencies, and local jurisdictions.
3. Collaborate with other Working Groups, State Agencies and partners including NYSDOT, the Governor's Traffic Safety Committee (GTSC), and NYS Department of Health (NYSDOH); 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 others to achieve mutual goals.
4. Track State and Federal legislative and regulatory initiatives related to bicycling and walking, including relevant NYSDOT policies and Engineering Instructions.

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 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. Continue to support the Bicycle and Pedestrian Working Group, GIS Working Group, and Transit Working Group by sharing and evaluating data and tools available for Americans with Disabilities Act (ADA) Transition Plan efforts. Continue to develop and share methodologies on ADA Transition Plan best practices.
 - C. Continue to identify best practices for conducting 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 Chapter 4 of the *Federal Highway Administration (FHWA) Traffic Monitoring Guidelines* (Traffic Monitoring for Nonmotorized Traffic).
 - D. Encourage more MPO involvement in bicycle/pedestrian conferences, in particular the Institute for Traffic Safety Management and Research's Walk-Bike New York Symposium which is being held in Rochester, New York on June 11-12, 2020.
 - E. Identify potential fact sheets for development.
2. Improve Pedestrian and Bicycle Safety
 - A. Work with the Safety Working Group to update the Safety Education Toolkit on the NYSAMPO website and to determine the most effective ways to provide this

information to the public.

- B. Work with the Safety Working Group and GTSC to coordinate media and social media campaigns such as the Bicycle Safety Public Service Announcements.
- C. Work with GTSC, NYSDOT, and NYSDOH to coordinate pedestrian safety campaigns and other related efforts.
- D. Discuss safety issues related to walking and bicycling and share best practice design, enforcement, and educational tools to address them.

3. Support Complete Streets Implementation

- A. Support the implementation of Complete Streets at all levels:
 - i. Work with NYBC to promote their Complete Streets training for local agencies.
 - ii. Develop a model local Complete Streets ordinance tailored to New York State laws and regulations.
 - iii. Identify methods used to incorporate Complete Streets into MPO documents, including long range transportation plans (LRTPs).
 - iv. Work with partners to identify and deliver training on Complete Streets topics as part of regular working group meetings.

4. Coordinate with other Working Groups, State Agencies, and Partners

- A. Work with NYSDOT to review, develop, and implement plans, policies, or Engineering Instructions that affect walking and bicycling, including implementation of the State's Complete Streets Act.
- B. Continue to support NYSDOT Main Office's Bicycle/Pedestrian Unit's efforts to provide statewide bicycle facility information. Support NYSDOT in their efforts to update the Statewide Bike Plan, bicycle and pedestrian information on the NYSDOT website, and development of web-based maps.
- C. Work with PTNY, the NYS Office of Parks, Recreation and Historic Preservation, and others on the State's multi-use trail plan to ensure that the plan accurately inventories and evaluates the existing and planned trail network, communicates priorities and goals, and is an effective and useful document when complete.
- D. Continue to collaborate with the Climate Change Working Group, Safety Working Group, Transit Working Group, and NYSDOT to undertake research on shared mobility and micromobility (collectively, new mobility), including the safety implications in New York State and efforts to integrate with transit. This effort will include coordination in the development of a NYSAMPO new mobility webpage and assessments of safe routes to transit.
- E. Continue to work with NYSDOT, GTSC, NYSDOH, and the Safety Working Group on the implementation of the Pedestrian Safety Action Plan and Highway Safety Improvement Program (HSIP)-funded local and State pedestrian safety projects.
- F. Work with NYSDOH, GTSC, PTNY, NYBC, and other organizations as needed to support and promote bicycling, walking, and complete streets.
- G. Plan for one in-person meeting to be a joint meeting with the GIS Working Group,

Safety Working Group, and Transit Working Group. When possible, coordinate this in conjunction with the NYSAMPO Conference or other conference/meeting opportunities.

5. 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 Group for their knowledge and potential action. Examples include:
 - i. A three (3)-foot amendment to the State's Safe Passing Law.
 - ii. Legalizing e-bike and e-scooter use on public roadways.
 - iii. Potential changes to the State Complete Streets Act and the NYSDOT complete streets checklist.
- B. Track Federal transportation rulemaking and performance measures related to walking and bicycling.
- C. Track Manual on Uniform Traffic Control Devices (MUTCD) updates 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 Climate Leadership and Community Protection Act (CLCPA).
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 one in-person meeting), providing opportunities for partners from NYSDOT, NYSDEC, NYSERDA, and other agencies to present on their current and planned climate change, transportation system resiliency, and sustainability initiatives.
 - B. Continue to collaborate with the Bicycle and Pedestrian Working Group, Safety Working Group, Transit Working Group, and NYSDOT to undertake research on shared mobility and micromobility (collectively, new mobility), including the safety implications in New York State and efforts to integrate with transit. This effort will include coordination in the development of a NYSAMPO new mobility webpage and assessments of safe routes to transit.
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 CLCPA 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 alternative fuels and advanced vehicle technologies, including electric vehicle deployment and infrastructure siting 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 as these are trends which could accelerate the transition of New York State's transportation system to carbon neutral.

FREIGHT WORKING GROUP

Goals

1. 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.
2. 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).
3. 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.
4. 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.
5. Data Availability: Catalog 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.
6. Global and National Economies: Track the interrelationships between economic issues, consumer trends, and resulting business models that impact metropolitan economies in New York State.

Tasks

1. 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, including updates related to the NYS Freight Transportation Plan.
 - 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 conjunction with the NYSAMPO Conference when possible).
 - 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. Conduct an annual survey to identify planning initiatives, activities, and trainings undertaken by members, as well as identify future topics of interest.
2. 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 (and, where appropriate, Rural) 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. Transportation system resiliency concerns related to aging infrastructure and the impacts of more frequent extreme weather events.
 - iv. Parking and curb management for deliveries where other travel activities (e.g., passenger pick up/drop off, walking, etc.) occur.
 - v. Impacts of disruptive technology on the freight workforce
 - 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.).
3. 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 noteworthy freight planning initiatives, capabilities, and techniques of state DOTs and MPOs in surrounding states either via a scan of a topic, capability, or technique for multiple state DOTs and MPOs or case studies of a select number of individual MPOs.
 - C. Produce a fact sheet for municipalities that disseminates best practices on incorporating freight into zoning regulations and design guidelines, including examples for urban, suburban, and rural areas.
4. 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, as well as 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 conference calls and other communications in addition to in-person meetings 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 National Performance Management 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. Continue to support the Bicycle and Pedestrian Working Group, GIS Working Group, and Transit Working Group by sharing and evaluating data available for ADA Transition Plan efforts. Continue to develop and share methodologies on ADA Transition Plan best practices.
 - C. 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.

- D. Plan for one in-person meeting to be a joint meeting with the Bicycle and Pedestrian Working Group, Safety Working Group, and Transit Working Group. When possible, coordinate this in conjunction with the NYSAMPO Conference or other conference/meeting opportunities.

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 ten 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 criteria pollutant 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. NPMRDS web tool: This initiative has provided an archive and web-based tool to access the NPMRDS. The University at Albany Visualization and Informatics Lab (AVAIL) has and continues to contract with NYSDOT for this initiative. The Modeling Working Group is serving as an advisory committee to NYSDOT as this work progresses.
 - ii. National Performance Management: Based on NPMRDS data, the Modeling Working Group will provide support for New York State 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 targets at the statewide level, as required by FHWA. They can also be used at the corridor level for more in-depth, optional analysis.
 - iii. Vehicles Miles Traveled (VMT) Growth Trends: Through research and dialogue, the Modeling Working Group will continue to monitor current trends in VMT and discuss 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 growing more slowly than in the past in metropolitan areas in New York State. The Modeling Working Group will also monitor peak hour versus daily VMT growth trends as well as seasonal variations.

- iv. 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 household 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.

- v. 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. The Modeling Working Group will look at research on potential positive and negative impacts of these vehicles on VMT, land use, emissions, and other topics along with implications for modeling.
- vi. New Mobility: The impacts of ride-hailing services (via Transportation Network Companies or TNCs), shared bikes, e-bikes, and e-scooters and other new services and technologies will be considered with respect to travel demand modeling. This also applies to freight and the impacts of e-commerce and increased deliveries to businesses and residences.
- vii. Travel Data: The Modeling Working Group will evaluate sources of passive travel data and explore its use in the travel demand forecast models.
- viii. 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 Systems 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. Using NPMRDS data to understand operations and management strategies, including Intelligent Transportation Systems deployment, implementation and traffic signalization, will be explored in coordination with the Transportation Systems Management and Operations Working Group.
 - ii. Freight issues such as solutionary rail, which is a campaign to electrify US railroads and open rail corridors for renewable energy transmission, and potential diversion of freight to rail; emerging opportunities for application of freight data and freight modeling; same-day delivery trends; and shifts between freight modes. The Modeling Working Group will continue to coordinate with the Freight Working Group on these topics.

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 with 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 technical support for MPO safety planning efforts.

Tasks

1. Working Group Meetings
 - A. Conduct monthly teleconferences and at least one in-person meeting to exchange information and ideas related to multimodal safety planning on 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. Catalog a select set of safety planning initiatives being undertaken by New York State MPOs and develop a presentation schedule for those MPOs that choose to provide an initiative(s).
 - D. Plan for one in-person meeting to be a joint meeting with the Bicycle and Pedestrian Working Group, GIS Working Group, and Transit Working Group. When possible, coordinate this in conjunction with the NYSAMPO Conference or other conference/meeting opportunities.
2. Participate in Statewide Safety Planning Initiatives
 - A. Work with NYSDOT and safety partners on the implementation of the New York State Strategic Highway Safety Plan.
 - a. Work with NYSDOT and safety partners on the development of a New York State Roadway Departure Safety Action Plan and other Safety Action Plans.
 - b. Continue to work with NYSDOT, GTSC, NYSDOH, and the Bicycle and Pedestrian Working Group on the implementation of the New York State Pedestrian Safety Action Plan and HSIP-funded local and State pedestrian safety projects.
 - B. Coordinate with the Transit Working Group to monitor the development of Public Transportation Agency Safety Plans and associated performance measures and targets. Ensure the MPOs, transit operators, and the State coordinate on the adoption of transit safety performance targets.
 - C. Continue to collaborate with NYSDOT on the development of safety performance targets. Track safety performance statewide and by MPO to document progress.
 - D. Continue to monitor the use of HSIP funding on capital projects.

3. Data

- A. Continue to support NYSDOT on the development of the CLEAR (Crash Location Engineering & Analysis Repository) application to replace ALIS (Accident Location Information System).
- B. Promote the Traffic Safety Statistical Repository to MPO member agencies and the public.
- C. Participate in the update of the NYS Traffic Records Strategic Plan through the NYS Traffic Records Coordinating Council.

4. Collaboration and Training

- A. Coordinate with other NYSAMPO Working Groups on overlapping safety related topics.
 - a. Continue to support the Bicycle and Pedestrian Working Group, GIS Working Group, and Transit Working Group by sharing and evaluating data available for ADA Transition Plan efforts. Continue to develop and share methodologies on ADA Transition Plan best practices.
 - b. Continue to collaborate with the Bicycle and Pedestrian Working Group, Climate Change Working Group, Transit Working Group, and NYSDOT to undertake new mobility research on the safety implications of micromobility options in New York State and efforts to integrate micromobility and transit. This task will include an establishment of a new NYSAMPO shared mobility webpage and assessments of safe routes to transit.
 - c. Coordinate with the Transportation System Management and Operations (TSMO) Working Group on the impact of the NYSDOT TSMO Initiative on transportation safety plans and programs.
- B. Continue to work with NYSDOT and Cornell Local Roads Program on the development of HSIP training materials for New York State, including analysis methods, eligible countermeasures (both site specific and systemic project types), and other topics related to safety planning and project development to encourage consistency.
- C. Continue serving on the engineering committee of the New York State Association of Traffic Safety Boards.

5. Education and Outreach

- A. Maintain and update the Safety Education Toolkit on the NYSAMPO website and determine the most effective ways to provide this information to the public.
- B. Work with the Bicycle and Pedestrian Working Group and GTSC to broadcast Safety Public Service Announcements.
- C. Coordinate with GTSC, NYSDOT, and NYSDOH to support transportation safety campaigns for pedestrians, distractions, and impairment.
- D. Monitor the progress of recreational marijuana legislation in New York and research state campaigns related to marijuana impairment.

TRANSIT WORKING GROUP

Goals

1. Review proposed State and Federal legislation, regulations, and rulemakings, as needed, and provide input to the NYSAMPO Directors Group 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 Group 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 being 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.
 - i. Plan for one in-person meeting to be a joint meeting with the Bicycle and Pedestrian Working Group, GIS Working Group, and Safety Working Group. When possible, coordinate this in conjunction with the NYSAMPO Conference or other conference/meeting opportunities.
 - B. Determine the feasibility of sponsoring a National Association of City Transportation Officials *Transit Street Design Guide* training.
 - 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.).
 - i. Follow the status of higher-speed passenger rail implementation in New York State and discuss how local transit is being integrated and discussed as part of this work.
 - 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 New York State;
 - 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. Continue to support the Bicycle and Pedestrian Working Group, GIS Working Group, and Safety Working Group by sharing and evaluating data available for ADA Transition Plan efforts. Continue to develop and share methodologies on ADA Transition Plan best practices. This effort should include discussing safe routes to transit.
 - B. Continue to collaborate with the Bicycle and Pedestrian Working Group, Climate Change Working Group, Safety Working Group, and NYSDOT to undertake research on new mobility, including the safety implications in New York State and efforts to integrate with transit. This effort will include coordination in the development of a NYSAMPO new mobility webpage and assessments of safe routes to transit.
 - i. Coordinate with the Modeling Working Group and Transportation Systems Management and Operations Working Group to explore research and issues related to equity in the implementation of connected and autonomous vehicles and transit.
 - ii. Discuss coordination efforts between regional PPS's (Performing Provider Systems – Medicaid/DSRIP – Delivery System Reform Incentive Payment) and transportation providers, including but not limited to traditional TNC's, through non TNC apps.
3. Monitor State and Federal Legislation and Regulations
- A. Track changes to targets and associated progress towards the Transit Asset Management and Safety National 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 discussion.
 - D. Develop a best practices repository for MPO staff to utilize when working through different transit issues. Some potential topic areas include the following:
 - i. Enhancements to entice more riders.
 - ii. Safety issues related to transit (both on- and off-system)
 - iii. System use and accessibility for all users

- iv. Safe routes to transit (micromobility, first/last mile, weather, etc.)
- E. Discuss ongoing and transit-related enhancements to the NY511 System
- F. Monitor progress of Public Transportation Agency Safety Plans. MPOs will need to be aware of timelines and process, and be prepared to adopt Performance Measures.

Transportation Systems Management and Operations Working Group

Goals

1. Knowledge Transfer: Provide a venue for transferring Transportation Systems Management and Operations (TSMO) knowledge, experiences, and best practices among members and partners.
2. Policy Coordination: Provide commentary on Federal and State TSMO and congestion management-related policies, initiatives, and legislation to NYSAMPO Directors Group.
3. Coordinate Planning Initiatives for Emerging TSMO Issues: Facilitate a uniform planning approach to emerging issues in the TSMO field among New York State MPOs 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 LRTPs.
5. Congestion Management Process: Support MPO 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 and other Working Groups 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 State TSMO and congestion management-related policies, initiatives, and legislation for consideration by the NYSAMPO Directors Group on an as-needed basis.
 - B. In coordination with other Working Groups, monitor and provide input on the NYSDOT Enterprise Transportation Systems Management and Operations Initiative 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. In coordination with other Working Groups, 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 LRTPs 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 LRTPs.
 - C. Produce a fact sheet listing key TSMO-supportive concepts for MPOs to consider integrating into their LRTPs.
 - 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 MPOs 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.
 - D. Collaborate with other Working Groups and member agencies in support of efforts to integrate vehicle probe data-based analytics into CMPs.