

NEW YORK STATE ASSOCIATION OF MPOs

MANAGEMENT & OPERATIONS/CMP WORKING GROUP
SEPTEMBER 8, 2014

MEETING NOTES

1. Participating

- BMTS – John Sterbentz
- CDTC – Sree Nampoothiri
- GBNRTC – Hal Morse
- GTC – Joe Bovenzi
- HOCTS – Richard Reichert
- NYMTC – Jan Khan
- OCTC – Matt Ryan
- PDCTC – Mark Debald
- SMTC – Mario Colone
- UCTC – Brian Slack, David Staas
- NYSDOT – John Bassett
- FHWA - Alex Appel

2. Proposed mission statement: discuss/adopt

Bovenzi reported that he had developed a draft vision statement and focus areas.

Bassett introduced himself as a new member. Has NYSDOT Traffic unit/TMC – ITS responsibility. Generally concurs with the focus areas. Ideas for ITS deployment, what do we want to accomplish?

Colone asks about TSMO strategic plans.

Bovenzi responds that GTC produced an ITS Strategic Plan with its 9 member counties. Focus on capabilities rather than specific equipment deployments. Unsure if this is being done elsewhere. Encourage others to consider this, with MPO lead.

Colone responds that NYSDOT R3 has ITS strategic plan.

Gayle proposes that this approach can be expanded beyond ITS to thinking about regional M&O in MAP-21 environment of performance based planning. Need to be strategic about use of operations, and use of TMCs for data collection.

Appel proposes that FHWA is tracking training opportunities; potential to bring training to New York.

Bovenzi will be attending I-95 Corridor Coalition Operations Academy. Can brief the WG next time.

Debald raises the value of having the WG provide feedback on effectiveness of various M&O strategies.

Gayle concurs that with performance based programming, it will be increasing useful to have evidence on the outcomes of various actions and strategies.

3. Proposed focus areas: discuss/adopt

See above

4. Roundtable:

a. MPO activities in M&O

Morse reports that GBNRTC partnering with NITTEC and University of Buffalo on the creation of a data warehouse (traffic counts, speed data, HERE data, crash reports...). UB is creating an index system, should be operating soon. Ability to connect incident data with causal factors like weather events. Reliability measures for speed and travel time. Analyze relationships of incidents, travel time variability.

Appel asks about deliverables.

Morse: There will be technical report on creating and maintaining the data warehouse; and applications papers.

Appel suggests communicating with Munesh Patel on NYMTC data warehouse project.

Morse: Brokering this as a possible statewide demo through Jim Davis at NYSDOT.

Khan: Can arrange for discussion of NYMTC transportation information gateway.

Gayle asks about project funding.

Morse: Conducted by UB Center for Computation Research. Funded by each partner.

Khan: NYMTC is doing an Integrated Corridor Management (ICM) grant application headed by NYC DOT. To look at sections of I-95; and I-495 and Rt 3 in NJ (Lincoln tunnel, Queens-Midtown tunnel). Cooperative work of all stakeholders. To develop Concept of Operations for ICM development.

Bovenzi: Good example for the WG to be aware of

Morse: GBNRTC involved in an ICM for I-190 with border crossings; include NYSERDA grant for advance simulation in corridor to run faster than realtime to advise TMC operators.

b. NYSDOT activities in M&O

Bassett will report on future calls.

c. Incorporating travel time reliability in the CMP [Gayle]

Gayle reports on interest in travel time reliability. This is one of the four focus areas of SHRP2, now moving into implementation under FHWA and AASHTO. He is involved in a project to develop a Primer on incorporating reliability into the CMP. The CMP has typically focused on recurring congestion and delay, but non-recurring congestion from incidents, work zones, weather events is as important.

Khan: There is a lot of interest at NYMTC. Performance measures are selected by Board. New CMP addresses reliability and accessibility. Want to do more inclusion of reliability.

Issue is buy-in from members to accept metrics. Using travel time index as defacto measure.

Bovenzi: GTC CMP has 3 classifications for delay, including non-recurring. With INRIX data, it is easier to see what is going on in the system. Probe data has become critical to managing the system.

d. Potential partners for the Working Group

Bassett will contact NYSTA, TMCs to determine level of interest.

TransCOM was mentioned as well.

5. Next meeting

Nov 10 1:00 PM