

NEW YORK STATE ASSOCIATION OF MPOs

MANAGEMENT & OPERATIONS/CMP WORKING GROUP

March 23, 2015

MEETING NOTES

1. Participating

- CDTC – Sree Nampoothiri
- GBNRTC – Hal Morse
- GTC – Joe Bovenzi
- NYMTC – Jan Khan
- PDCTC – Mark Debald
- SMTC – Mario Colone
- NYSDOT – Michele Bager, John Bassett, Jim Davis
- FHWA – Maria Chau

2. Roundtable

a. MPO Updates

- NYMTC - Hurricane Sandy Follow-up & Vulnerability Assessment & adaptation Analysis study Khan reported on this project. FHWA is in collaboration with NYMTC, NJTPA, CT MPOs, the 3 State DOTs, and MTA. The purpose is to assess the impact of Sandy, and to some extent Irene and Lee. Includes impact on assets in the region, adaptation strategies and resilience assessment. There are 6 tasks. In Task 4, 10 assets were identified for engineering assessment including 6 in New York (MTA Metro North New Haven; Saw Mill River Dobbs Ferry; Hugh Carey tunnel, bridge in Hempstead; Oceanside - Long Beach corridor; Suffolk – Bergen Ave corridor. Additional sites are 2 CT, 2 NJ.
Project report of findings based on engineering work, adaptation possibilities. Report expected to be completed later in the summer.
Bovenzi: does the work include an analysis of resiliency related to operations?
Khan: Not sure, will have McAuliffe report at the next meeting (he was unavailable today).
Bager: Have not yet seen draft reports. No discussion of TSMO yet.
Khan: Cambridge Systematics is the consultant. Note an Army Corps of Engineers report.
Bager: The ACOE report was just released. Includes parameters for vulnerability analysis.
Gayle: Noted that he attended a committee meeting at TRB where FHWA was discussing the value of addressing TSMO in resiliency planning in order to provide adequate service in a storm event for evacuation, emergency response, and short and long-term recovery. This is a different perspective than adaptation. This is what is of specific interest to the M&O Working Group.

Bovenzi: Do other MPOs have examples of TSMO work they are doing?

Khan: FHWA recently awarded a grant for an Integrated Corridor Management (ICM) Concept of Operations study. He will report back as work proceeds.

Bovenzi : Interested in the status of ITS Regional Architecture, including whether NYSDOT Region or MPO maintains it. He notes GTC took over administration of their ITS Architecture 2 years ago. Noted the importance of making sure projects align with Architecture.

Morse: Region 5 maintains the architecture for the Buffalo-Niagara region.

Colone: SMTC is going through a minor update. Region 3 has the ITS Regional architecture, but it is 10 years old and needs to be updated in terms of project listing. SMTC would like to do a more major update and strategic plan, but does not currently have funding available.

Khan: NYMTC has 3 ITS sub-architectures, one for each NYSDOT Region. Region 10 updated in 2013; Region 11 nearly finished with an update. Not sure about Region 8.

When originally created, there was a NYMTC Integration Strategy, which was updated in 2009. Wanted to do that again for last Plan, but it was suggested there was no need. Lots more that needed to be done. Will update as part of Plan 2045.

Gayle posed the question to NYSDOT of their view of whether the ITS Regional Architecture fulfilled its original intent, which was to ensure that investments were made on a logical basis so as to avoid more generations of systems and devices that could not communicate.

Davis: This question may be more appropriate for FHWA (Crothers not on the call). He feels implementation has captured the intent. There is an increasing level of integration across agencies. There is still an opportunity to facilitate and enable better integration, driven by logic and cost. There has been significant success in some regions, others have not achieved the vision.

b. NYSDOT Update

Davis:

- As Khan mentioned, NYMTC was awarded one of 13 ICM grants for the I-495 corridor in Queens. This then extends through the Lincoln Tunnel into New Jersey as far as Newark Airport, with NYSDOT and NJDOT working together. Includes mix of modes, multimodal, Active Transportation Management, TSM, and TSMO strategies.
- I-190 Corridor in Buffalo was also awarded. Intend to leverage TransCom and NITTEC.
- New 511NY vendor in place at end of 2014. Phase 1 was migration to new vendor. Now in Phase 2 to improve the application; this will include for example ICM, regional travel info. There is a new transit trip planner, open source. Also a new mobile app launched.
- Statewide travel demand management contract – There were Active TDM workshops last year. NYSDOT is now looking at how to incorporate these strategies with special events, construction, other traffic management needs. Using construction on I-81 in Whitney Point Region 9) as one site. Looking at how to make more effective multi-agency strategies part of NYSDOT protocols. Expect a draft strategic framework in the next few months, then looking at how to mainstream recommendations.
- NYSDOT Freight Transportation Plan – Notes that RSG is the prime contractor. TSMO CVO strategies will be included.
- Bassett reports that the 511NY migration had some data flow issue; things have been worked out most issues. Need to restore traveler/user confidence. Good feedback from

developers who take/use the XML feeds. Davis: Designed to be more flexible at the back end, to be more easily tailored; for example, being able to have specific employer based information.

- Bassett: New ATMS being rolled out in Regions 3 & 8. Installed in TMCs in next couple of months, fully operational by end of summer. Then expand statewide. Once all the TMCs are on one system, they can share data easily across state, and after-hours operation (for example) can be done by another TMC.

Bovenzi notes that the GTC Regional Freight Study includes TSMO recommendations.

c. FHWA Update

- ITS and STIP project description (see below)

Chau: FHWA is looking at how planning and ITS can be better linked together. She noted that every Region has a different way of portraying ITS/M&O projects. Some are detailed, some very general. When FHWA program managers review the STIP, they do not get the full picture. It may be unknown how the project relates to Regional Architecture. For example, is it about building out a system, replacing or maintaining devices?

She is working in updating project description reference for STIP, which will apply to upcoming TIP/STIP cycle. This applies to all project types, first time for ITS projects. Based on the information that was distributed there would be 3 project types: TMC operations, capital projects, and maintenance of equipment [including replacement, service contracts] Do MPOs see other project categories?

Bassett/Davis: These are good categories, similar to what NYSDOT uses. They will respond by email. There needs to be a way to categorize projects whose chief function is integrating across the categories.

Chau: Within the architecture, are system integration projects specifically identified , or is that a function that is always considered?

Davis: Integration is the overarching purpose of the ITS Architecture.

Chau: Also looking to include Service Package number (in comment box) so FHWA has better idea of what MPO and DOT understand as the build-out of the architecture. They would also ID projects that are not part of an architecture.

Gayle suggests that looking forward, Connected Vehicle infrastructure will need to be incorporated into the architecture and as a new STIP category.

Khan: How does this work in eSTIP, if FHWA adds new fields?

Chau: There is a character limit; not usually an issue.

ACTION ITEM: Comments/clarifications to Chau, Crothers

3. 2015 NYSAMPO Conference – developing a technical session

There was no interest in putting together a session.

4. Next meeting:

May 18, 2015

1:00 p.m.

- 4.5 Intelligent Transportation Systems Projects (ITS)**

For the ITS/Operation and Maintenance program, there are three types of projects. These projects include 1. *TMC Operating funds*, 2. *Capital Projects*, 3. *Maintenance of Equipment or Services*.

TMC Operating funds include activities such as staff salaries, materials costs in operating a TMC, etc.

Capital projects include activities such as expanding or adding to the region's ITS Architecture, etc.

Maintenance of equipment may include replacement equipment and maintenance of the existing ITS systems. Descriptions of proposed projects should reflect these three types of projects.

Each region in New York has a developed '*ITS Architecture and Strategic Plan*' document that lays out the foundation of the ITS system, how it may be added to, and how all the individual components will work together. In the case of capital projects a service package number from the ITS architecture should be provided in the comment section of the eSTIP to assist in identifying how the project conforms and supports the region's ITS architecture.

Below are examples of project description for the S/TIP for ITS Maintenance and Operations projects:

TMC Operating Funds

	SCOPE	ELEMENT	LOCATION
1.	TRANSCOM TMC staffing operations as outlined in 2015 TMC operating budget		for the greater NYC area

Maintenance of Equipment

	SCOPE	ELEMENT	PURPOSE	LOCATION
2.	NITTEC replace inoperable traffic cameras to maintain TMC functionality			on I-290 from exit 21 to exit 27

Maintenance of Services

SCOPE	ELEMENT	PURPOSE	LOCATION
3.	NITTEC 2015 services contract for HELP truck		system wide in Erie and Niagara County

Capital Project

SCOPE	ELEMENT	LOCATION	COMMENT FIELD
4.	Install 5 weigh-in-motion applications	at 5 gateways between New York and New Jersey	Service Package CVO06