



**NEW YORK STATE ASSOCIATION OF MPOs  
TRANSPORTATION SYSTEM MANAGEMENT &  
OPERATIONS WORKING GROUP  
September 20, 2017  
Conference Call**

**MEETING NOTES**

**1. Participating**

- GTC – Joe Bovenzi (Chair)
- AMPO – Bill Keyrouze
- AMPO – Rachel Roper
- AASHTO – Matt Hardy
- BMTS – John Sterbentz
- CDTC – Chris O’Neill
- CS – Rich Denbow
- CS – Keir Opie
- FHWA – Tim Crothers
- HOCTS – Rick Reichert
- NYMTC – Yun Hai Zhang
- SMTC – Mario Colone
- GBNRTC – Michael Davis

**2. Planning for the Hype – CAV Update**

Joe Bovenzi welcomed Matt Hardy from AASHTO. Hardy provided an update on Connected and Automated Vehicle (CAV) activity and legislation at the Federal level. The House passed the SELF DRIVE Act of 2017 in early September. The Senate produced draft legislation and held a hearing in early September. The legislation focuses specifically on automated vehicles. AASHTO is concerned that Congress is not addressing connected vehicles, which are key to achieving many of the mobility benefits of advanced vehicle technology. The legislation also addresses pre-emption of state laws regarding vehicle operator requirements and related issues.

Hardy presented and discussed the Gartner Hype Cycle, which conceptualizes the maturity of emerging technologies through five phases – trigger, peak of inflated expectations, trough of disillusionment, slope of enlightenment, and plateau of productivity. With respect to CAV, Hardy said we may be at the peak of hype now.

Hardy discussed potential roles of MPOs and state DOT planning departments of the future with respect to CAV. If vehicles become fully autonomous, there may be less of a role for planners. If vehicles are connected, there is more of a role in decision-making about infrastructure investments. Currently, planners are faced with a great deal of uncertainty about future transportation technologies. Thus there is little justification for investing now in

technologies that may not be relevant in the long term. FHWA is working on a CAV study that will define five scenarios for the future, ranging from a business as usual scenario to a scenario with fully automated vehicles. The study will also address vehicle network security.

Hardy closed by saying that AASHTO is involved in several discussions among members and with stakeholders about autonomous vehicles, including the role of planning in future CAV scenarios. He welcomed the participation of Working Group members in these discussions.

### **3. Connected and Automated Vehicle Draft White Paper**

Bovenzi reported that he distributed a revised draft of the TSMO Working Group CAV white paper in August and asked for comments by mid September. He received a number of comments, which were mostly minor. He is incorporating the comments into a final draft and will send the white paper out once he finishes.

### **4. Roundtable**

MPO Updates: Bovenzi reported that GTC is working on a strategic plan for ITS. FHWA recently released an updated National ITS Architecture, Version 8, that addresses connected vehicle applications. He asked if there is interest in a workshop/training on the new Architecture. Several members of the Working Group said they would be interested. Bovenzi will look into training options.

O'Neill gave an update on the National Performance Measures Research Data Set (NPMRDS). INRIX is now under contract to FHWA to provide the NPMRDS. The contract was previously with HERE. CDTC has been looking at the most recent data and O'Neill reported that the INRIX data for arterials is noticeably better than previous data and will be more useful to MPOs.

NYS DOT Update: No update.

FHWA Update: FHWA briefly provided additional information on Version 8 of the ITS Architecture.

### **5. Next Meeting/Adjourn**

The next meeting is scheduled for December 20, 2017. Bovenzi and Denbow compiled a list of potential topics for the next meeting and will develop an agenda. The meeting was adjourned.