

NEW YORK STATE ASSOCIATION OF MPOs
SAFETY WORKING GROUP
APRIL 18, 2013
MEETING NOTES

1. Participating

- A/GFTC – Kate Mance
- BMTS – Nancy Dutta, John Sterbentz
- CDTC – Sandy Misiewicz
- ECTC – Mike Perry
- GBNRTC – Hector Boggio
- GTC – Bob Torzynski
- HOCTS – Matt Van Slyke
- PDCTC – Emily Dozier
- UCTC – David Staas
- NYSDOT – Rob Limoges, Regina Doyle, Andrew Sattinger, Marty Neveu
- FHWA – Emmett McDevitt

2. Meeting Notes – March 28, 2013 (attached)

Misiewicz reviewed changes submitted by Dozier. Gayle provided some basic information about the SHRP2 program. He noted that Boggio had emailed a copy of the SHRP2 brochure. He suggested members visit the website at:

<http://www.trb.org/StrategicHighwayResearchProgram2SHRP2/Blank2.aspx> and the SHRP2 Solutions website at

<http://www.trb.org/StrategicHighwayResearchProgram2SHRP2/shrp2solutions.aspx>

Minutes accepted with modifications.

3. SWG Work Plan Updates

a) Data Access and Analysis

- Traffic Records Coordinating Council Update

Misiewicz reported that the Council met on 4/15. Looking at projects that have been funded through NHTSA §408 and now 405. Updated the inventory of project status, and proposed new projects for FY 2014.

- Reallocating some ALIS funding to other projects with higher priority – local roads linear referencing system (useful for crash rate calculations, eg)
- FY 2014 Proposals: (1) ITSMR – Propose creation of web-based crash data for public use based on cleaned ITSMR data, with download and query capability. Since most data requests are very basic, could save staff time if people could find answers themselves. Screen past data requests as a starting point. Location data will remain an issue. ITSMR notes ALIS is useful for engineering work, GIS proficient staff; but problematic for making data available to public. Also ALIS data is not exact copy of official crash data files. If funded, likely create a development subcommittee. Submission early June.
 - Boggio: Would this be geared toward county level queries? Response: to be determined.

- Proposal (2): from NYSDMV in response to staff reductions for fatal crash reporting to FARS; this would provide funding for staff needs.
- Accident Location Information System Scalability Project Update
Misiewicz has been involved in testing.
Sattinger: Expect to roll this out to MPOs in early May.
Misiewicz: This creates a training opportunity; should involve GIS staff.
Limoges: This is on his agenda to put together a training plan
- ALIS Data Use Policy (attached).
Misiewicz reported that SWG/MPOs had drafted an MPO data use policy last summer. Dozier has edited. Discussed with NYSDOT
Limoges: In general this makes sense to NYSDOT. May need to add language with respect to non-disclosure agreements that may be required by the MPO. For media requests, important to notify NYSDOT in the event of follow up inquiries. Asked if MPOs are under FOIL? [Yes, all are housed by public agencies, which may have their own FOIL officers and procedures.] Prefer requests go to NYSDOT first
Sterbentz: Distinguish between raw data and analysis. BMTS refers requests for on-system data to NYSDOT. Requests for off-system often are for raw data. Should MPO provide that?
Sattinger: MPOs should not provide this data, based on complexity in ALIS; NYSDOT has a standardized methodology, resulting in consistency in reporting.
Sterbentz: What about requests from other public entities like local governments or school districts?
Sattinger: If requests are frequent, they can get their own login.
Sterbentz: Infrequent, for example a SRTS application.
Sattinger: For governmentt entities, ok to provide data, but can refer them to NYSDOT. Make sure you know what they really need.
Limoges: The bigger concern is media/public/attorney. Does not envision a problem collaborating with local governments in MPO area.
Misiewicz: need to fine tune language, then distribute to MPO partners. She will follow up with Limoges.

ACTION ITEM: Send specific comments to Sandy.

- HSIP FY 14 Statewide Solicitation Update
Limoges reported the deadline was April 1. NYSDOT received 46 applications with a total value of \$108M (2.5 times available funding). Projects are being reviewed, internal recommendations early May, notifications to sponsors late May.
- County Data Reports/Distracted Driving
Misiewicz reported that there are concerns regarding the definition of distracted driving as a contributing factor on crash reports. ITSMR response: some are laws including cell phone use and texting that the officer will cite, but other factors are not. Therefore responding officer must use judgment.
Dozier: This came up at Dutchess County TSB meeting, since driver distraction was noted as the highest contributing factor. Questions how to capture root causes.
Limoges: noted that there are motorist filed MV104, v 104(a) which is the police report. There is also likely variation among police agencies.

b) Education and Training

- MPO/TSB relationship discussion and possible session at NY Highway Safety Symposium, October 20-22, 2013, Liverpool, NY
Misiewicz: Had surveyed MPOs regarding their TSB relationships, collaboration, type of work. Most MPOs are a member of TSB or attend as non-member. Exchange of information, assist with local safety programs. Not a lot to turn this into a session topic.
SMTC is most unique, involving I-81 Challenge; focus group of first responders to discuss impact of I-81 on their work; different feedback.
VanSlyke reached out to Karen Little at NYSATSB regarding session topic. Encouraged to submit application, they are holding a spot for NYSAMPO. Need a valuable topic.
DeWeese had communicated the value of having a session to teach TSB members about MPOs, but have done "MPO 101" previously.
Torzynski: agree that without value, should not proceed.
VanSlyke – challenge in getting TSBs understanding MPOs is based on ongoing communication.
Misiewicz: Proposes to not participate this year.
It was agreed that NYSAMPO SWG would not submit a proposed session for this year's conference.
Perry: Asked to speak to relationships between MPOs and TSBs. ECTC is down a staff person, deciding what to do with Chemung County TSB. Jay Schissell drove the regeneration and activity of the TSB. Mike participated only for analytic issues. Now the TSB is very inactive with Schissell retirement. Are there other MPOs models?
Misiewicz: Typically the case that there is a champion outside the MPO. MPO almost always provides supporting role in terms of data, analysis, events.
Dozier: staffed by Dutchess County employee (STOP-DWI Coordinator) with buy-in from County Health and Planning Depts, as well as local police agencies
Torzynski: Monroe County DOT Director was the Chair, through the Office of Traffic Safety/ STOP-DWI. GTC as observer.
Mance: Washington County TSB was failing, had 70% turn over in membership, now active. Vice-chair Deputy Sherriff as champion. Outdated by-laws assumed A/GFTC voting member. Kate has to abstain when involves MPO project. Struggling to formalize relationship as non-voting/advisor.
Boggio: Erie County champions are enforcement agencies – Sherriff, STOP-DWI, local enforcement. GBNRTC on board as support.
Misiewicz: Saratoga and Rensselaer Counties are not active. Albany County champion is county employee. Schenectady County has a local champion whose focus is public education.

c) Partnerships and Outreach

- Other Updates:
 - NYSATSB: Van Slyke had nothing additional to report
 - GTSC: DeWeese was not in attendance due to schedule conflict, no report
 - NYSDOT: Limoges had nothing additional to report
 - NYSP – Local Status Report distributed with agenda packet

4. Other Topics and Next SWG Meeting

- Next Teleconference: Thursday, May 23, 2013 @ 1:30 PM