

NEW YORK STATE ASSOCIATION OF MPOs

TRANSPORTATION SYSTEM MANAGEMENT & OPERATIONS (TSMO) WORKING GROUP

December 16, 2015

MEETING NOTES

1. Participating

CDTC – Chris O’Neill

GBNRTC – Mike Davis

GTC – Joe Bovenzi

HOCTS – Rick Reichert

NYS DOT – Adam Yagelski, Jim Davis, Cathy Kuzsman, Chris Scharl, Michael Mathioudakis

FHWA – Tim Crothers

2. Presentation – Highway Oversize/Overweight Credentialing System (HOOCs)

Adam Yagelski presented the slides (distributed and attached). Driven by desire to move to an online application process, paperless permitting, multijurisdictional efficiency, and transparency to customer

Questions:

O’Neill: Is time of day of travel accounted for in the system? Traffic conditions change with peak vs. off-peak hours.

Yagelski: There are some hours of travel restrictions in law. NYS DOT will be working toward that, using 511 for realtime traffic information; in the future Connected Vehicle applications could provide for realtime rerouting. Don’t have data in the system to support knowledge of recurring congestion.

These moves are a unique subset of travel. Permits are typically good for 5 days. NYS DOT can notify permit holder of issues like work zones or unexpected conditions that exceed one day in length.

O’Neill: It would be important to reduce the capacity impact of OS truck.

Mathioudakis: They leave much of that to the Regions, since they have the best knowledge of traffic and safety concerns. NYS DOT Regional Construction units also have input to decisions on restrictions in permitting related to work zone timing.

Bovenzi: Archiving data for planning purposes would be useful.

Mathioudakis: Welcomes opportunities to collaborate. NYS DOT does not know the volume of county permits and revenue generation. Acknowledge that there are risks associated with off-system permitting in terms of lack of knowledge. That’s why HOOCs looks transparent to the applicant, but still involves issuance of permits by local entities.

3. Draft 2016-2017 Work Plan

Bovenzi reviewed the Draft Work Plan. He noted it is primarily an update of last year’s program. Some topics from 2015-16 have not yet been progressed, but these ideas are still good.

Regarding the proposed white paper on Connected/Autonomous Vehicles (C/AV), there is a proposed joint project among the TSMO, Climate Change, and Modeling Working Groups to examine the impacts for planning. Lots of work underway.

O'Neill: Issue is the velocity at which activities related to C/AV are evolving. It may be most useful to keep up through periodic meetings, not necessarily do the paper. Connected Vehicle applications will be rolling out soon.

Davis: GBNRTC and NITTEC held their Integrated Corridor Management (ICM) project kickoff meeting yesterday. Planning for C/AV impacts was a concern that was raised at this meeting.

Also, USDOT is offering an online course, Connected Vehicles 101:

<http://campaign.r20.constantcontact.com/render?ca=c13a949a-d025-4c64-8dc1-cd913ef71d62&c=77da6f90-5104-11e3-8e6b-d4ae52a4597c&ch=7a7c1c80-5104-11e3-8e6c-d4ae52a4597c>

Gayle: The Climate Change WG raised the idea of the working groups that have a stake in this topic holding a roundtable at some point in the coming months.

Bovenzi: Work Plan Items 4 & 5 address collaboration on how best to incorporate TSMO in CMPs and LRTPs.

O'Neill: CDTC's New Visions 2040 plan has a chapter on C/AV.

<http://www.cdtcnewvisions.com/assets/New-Visions-2040-Plan-Sept-3-2015.pdf>

Talked about the value in emphasizing TSMO rather than increasing capacity because that investment could become obsolete if C/AV creates capacity gains.

Khan: Clarification on TSMO knowledge transfer item. Do we need to specify the kind of USDOT workshops that were held this year as a product? For example the Reliability CMP workshops, ramp metering, and so on. And discuss bringing further workshops into NY.

Gayle: Work plan reflects training needs.

O'Neill: Asks about the status of CMP in the new FAST Act.

Gayle: Not absolutely clear. Has been advised by AMPO that the requirement was retained in law; there is a new product called a Congestion Management Plan, which is optional.

4. Roundtable

a. MPO Updates

Bovenzi: GTC's Regional Transportation System Management and Operations Strategic Plan will begin in early 2016, pending resolution of contractual issues.

Khan: NYMTC is updating the TSMO chapter of the Regional Transportation Plan, and will be looking for input from the working group.

The Incorporating Reliability in the CMP workshop was held on December 2 and was well received. Bovenzi concurred that the Rochester offering of the workshop on December 3 was also well received.

b. NYSDOT Updates

Davis: NYSDOT is working with Modeling WG on the project with the University of Albany Visualization and Informatics Lab (AVAIL) to create useable access to the NPMRDS dataset. Training on web tool is scheduled for January, date to be determined.

Also, NYSDOT is building tools around the Linear Referencing System (LRS); intend to tie applications to demand and infrastructure conditions as well as operations. Offer to demonstrate on a future call.

As mentioned previously, GBNRTC/NITTEC held a kick-off meeting for its ICM project. Other ICM projects now underway include a section of I-495 in NYC/Long Island and on the I-287 corridor at Tappan Zee.

Five year travel demand management contract consolidates downstate TDM programs and technical support under one contract. Includes and emphasis on Active TDM strategies. Previous contract had Draft ATDM framework. He will present this on a future call.

c. FHWA Updates

Crothers: Noted that the Division had not yet received any summary information on the FAST Act.

d. Others

Gayle reported that he is presiding over a session at TRB on the Future of TSMO. This is one of a pair of sessions, and addresses social, demographic, and institutional issues. He will also be attending the Regional Transportation Systems Management & Operations Committee/ Linking Planning & Operations Subcommittee meeting. He will present on the March call.

5. Next meeting:

March 16, 2016

1:00 p.m.