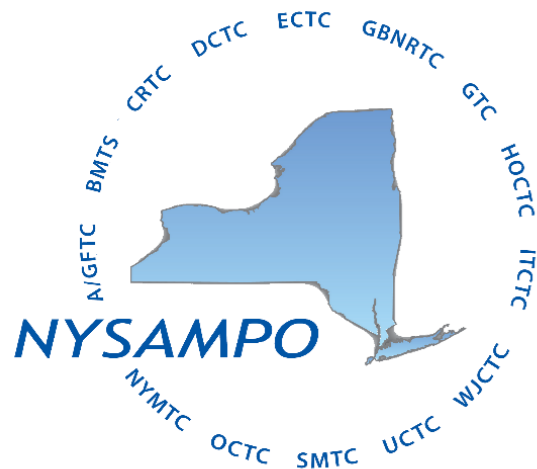# NEW YORK STATE ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS

2024-2025 Working Groups Work Program

NYSAMPO

2024-2025 NYSAMPO Working Groups Work Program

Table of Contents

INTRODUCTION

The New York State Association of Metropolitan Planning Organizations (NYSAMPO) is a coalition of the fourteen MPOs in New York State that have committed to work together toward common goals. One of the hallmarks of NYSAMPO is its nine Working Groups. The Working Groups exemplify cost-effective collaboration that yields benefits for MPO member agencies, including their New York State and federal partners that participate directly in them.

The Working Groups address the issues and opportunities that MPOs may need to consider in their respective metropolitan transportation planning processes. The nine Working Groups are:

- Bicycle and Pedestrian
- Climate Change
- Freight
- Geographic Information Systems (GIS)
- Public Engagement
- Modeling
- Safety
- Transit
- Transportation Systems Management and Operations (TSMO)

The primary benefits of the Working Groups are:

- Providing topical forums to share practices, identify training needs, and collaborate on the development of best practices;
- Creating opportunities for MPO staff, the New York State Department of Transportation (NYSDOT), and other agency staff to develop professional networks through a "community of practice" concept;
- Collaborating with other Working Groups on topics of mutual interest;
- Involving additional partner agencies based on emerging issues and opportunities;
- Incorporating planning approaches and best practices from other agencies, organizations or municipalities, whether at the local, state, federal or international level;
- Developing Fact Sheets and White Papers with MPO member agencies as the primary audience; and
- Serving as advisory panels for statewide planning efforts including (but not limited to) the National Performance Management Research Data Set (NPMRDS) web tool project developed by and currently being refined and expanded by the University at Albany Visualization and Informatics Lab (AVAIL), the New York State Freight Plan, and the Long-Range Statewide Transportation Plan.

The Work Program identifies those specific activities that Working Groups anticipate undertaking during State Fiscal Year (SFY) 2024-2025 (April 1, 2024-March 31, 2025). In addition, some of the Working Groups have identified available resources, guidance, tools, and data that members have found useful in their respective planning initiatives and have provided these with their Work Plan.

BICYCLE AND PEDESTRIAN WORKING GROUP

Goals

1. <u>Provide a forum</u> through Working Group meetings and email correspondence to share issues and ideas to help members improve their pedestrian and bicycle planning work.

2. <u>Improve bicycle and pedestrian safety and accessibility</u> by promoting best practices and coordinating with partners on outreach and education.

3. <u>Support the implementation of Complete Streets</u> by MPOs, NYSDOT, partner agencies, and local jurisdictions.

4. <u>Collaborate with other NYSAMPO Working Groups, New York State agencies, and partners</u> including the NYSDOT, the Governor's Traffic Safety Committee (GTSC), and NYS Department of Health (NYSDOH); non-profit organizations including the New York Bicycling Coalition (NYBC), Parks and Trails New York (PTNY); and others to achieve mutual goals.

5. <u>Track State and Federal legislative and regulatory initiatives</u> related to bicycling and walking, including relevant NYSDOT policies and Engineering Bulletins/Instructions.

Tasks (* = priority)

1. <u>Provide a Forum for Sharing Issues and Ideas</u>

   A. Meet at least four times per year either in-person or virtual/conference call.

      i. Typically, two to three meetings will be virtual/conference calls and one to two meetings will be in-person. One meeting could be combined with other Working Groups depending on the topics of discussion.

      ii. All meetings will include a speaker and/or training element, if possible, to maximize the value of the meeting.

   B. *Identify and promote best practices for pedestrian & bicycle counts, including incorporating bicycle & pedestrian data in NYSDOT's new traffic data viewer. These best practices will be developed in coordination with NYSDOT, PTNY, and others (see Available Resources below).

      i. The Working Group's Pedestrian & Bicycle Counts Subcommittee shares information, experience, and support to MPO staff developing count programs, particularly using automated pedestrian/bicycle counters, and those interested in learning about best practices for pedestrian/bicycle counts.

   C. *Identify resources and tools to help MPO staff and project sponsors develop planning-level cost estimates for walking and bicycling projects. Coordinate with NYSDOT on future updates of the Quick Estimator Reference tool (see Available Resources below).

D. Share available data, tools, and best practices for Americans with Disabilities Act (ADA) transition plans, and update the [NYSAMPO ADA toolkit](#).

E. Research and discuss best practices and issues related to e-bikes, e-scooters, and other forms of micromobility, in coordination with the Safety Working Group and other partners. Continue to update the [Shared Mobility webpage](#) on the NYSAMPO website and provide technical assistance to members and partners.

F. Encourage MPO involvement in bicycle/pedestrian conferences including the Institute for Traffic Safety Management and Research's bi-annual Walk-Bike New York Symposium (September 2024) and NYBC's Bike Summit (October 2024).

G. Develop fact sheets, toolkits, and other resources for MPO staff and partners as needed.

2. Improve Pedestrian and Bicycle Safety & Accessibility

A. Share best practices to improve safety for vulnerable road users developed through Safe Streets for All (SS4A) planning and implementation efforts across New York State.

B. Coordinate with the Safety Working Group and NYSDOT to better understand and utilize NYSDOT's Crash Location and Engineering Analysis Repository (CLEAR) tool for non-motorized crash analysis, including by providing training.

C. Work with the Safety Working Group to update pedestrian and bicycle elements of the [Safety Education Toolkit](#) on the NYSAMPO website and determine the most effective ways to provide this information to the public.

D. Support and promote safety campaigns by GTSC, NYSDOT, NYSDOH, and others, such as bicycle safety public service announcements (PSAs), pedestrian safety campaigns, and other public outreach efforts.

E. Discuss safety issues related to walking and bicycling and share best practice design, enforcement, and educational tools.

3. Support Complete Streets Implementation

A. Support NYSDOT in updating and implementing its Complete Streets Checklist.

B. Work with partners to identify Complete Streets educational resources to highlight during meetings and on the [Complete Streets Toolkit](#) on the NYSAMPO website.

C. Track and share updates/clarifications on Federal and State funding opportunities for Complete Streets.

4. Coordinate with other Working Groups, State Agencies, and Partners

   A. Work with NYSDOT to review, develop, and implement plans, policies, and Engineering Bulletins/Instructions that affect walking and bicycling, including the Vulnerable Road User element of the Strategic Highway Safety Plan published in 2023.

   B. Support the NYSDOT Active Transportation Section efforts to update the State's Active Transportation Strategic Plan.

   C. Continue working to improve coordination between MPOs and NYSDOT Main Office and Regional staff on pedestrian and bicycle planning issues.

   D. Work with PTNY, the NYS Office of Parks, Recreation and Historic Preservation and others on implementation of the 2020 Statewide Greenway Trails Plan.

   E. Continue to work with NYSDOT, GTSC, NYSDOH, and the NYSAMPO Safety Working Group to implement the Pedestrian Safety Action Plan (PSAP), Highway Safety Improvement Program (HSIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives Program (TAP), and other pedestrian and bicycle funding programs.

   F. Work with NYSDOH, GTSC, PTNY, NYBC, Cornell Local Roads Program, and other organizations to promote bicycling, walking, and Complete Streets.

   G. Share MPO best practices related to education and outreach to municipalities (highway superintendents, planning boards, town boards, etc.) about Complete Streets and active transportation.

   H. Plan for joint meetings or other opportunities for collaboration with the GIS Working Group, Safety Working Group, Transit Working Group, and others as appropriate. When possible, coordinate this with the NYSAMPO conference, Walk-Bike NY conference, or other conferences/meetings.

5. Track Federal and State Legislative and Regulatory Initiatives

   A. Track State legislative and regulatory initiatives related to biking and walking in coordination with partners including PTNY and NYBC, and provide input as needed to the NYSAMPO Directors for their knowledge.

   B. Track Federal transportation rulemaking and performance measures related to walking and bicycling, in coordination with partners from FHWA.

   C. Understand recent updates to the National Manual on Uniform Traffic Control Devices (MUTCD) related to walking and bicycling, and track changes to the New York State Supplement.

Available Resources

- [Manual on Uniform Traffic Control Devices](): On December 19, 2023, a final rule adopting the 11th Edition of the Manual on Uniform Traffic Control Devices for Streets and Highways—the MUTCD—was published in the Federal Register. The new MUTCD includes a number of updates to improve safety for pedestrians, bicyclists, and all road users. States must adopt the 11th Edition National MUTCD or have a State MUTCD or Supplement that is in substantial conformance with the National MUTCD as their legal State standard for traffic control devices within two years.

- [Quick Estimator Reference Tool Spreadsheet](): Developed by NYSDOT and updated in 2023 with input from this Working Group, this spreadsheet provides unit cost estimates and associated information for bicycle and pedestrian improvements.

- [Crash Location and Engineering and Analysis Repository (CLEAR)](): This application is intended to revolutionize traffic safety analysis in New York State. CLEAR replaced three legacy systems including Accident Location Information System (ALIS), Safety Information Management System (SIMS), and Post Implementation Evaluation System (PIES). CLEAR is comprised of several applications including CLEAR Interactive Crash Editor (ICE), CLEAR Crash Data Viewer (CDV), and CLEAR Safety. CDV and ICE rolled out in 2022 and CLEAR Safety went live in 2023. CDV replaced ALIS as the system of record for crash data. CLEAR webinars are ongoing and are being recorded. The latest information about CLEAR, including training, is available at: https://www.dot.ny.gov/divisions/operating/osss/highway/crash-analysis-toolbox.

- [Crash Modification Factors Clearinghouse](): This is a web-based repository of crash modification factors (CMFs) along with a user's guide and other resources to estimate the proportion of crashes that would be expected to occur at a location after the implementation of CMFs. The CMFs Clearinghouse includes an internal search tool and listing of frequent searches, including "Pedestrian."

- [NYSDOT EB-20-044 "Traffic Monitoring Standards for Non-Motorized Short Count Data Collection"](): This Engineering Bulletin details how NYSDOT non-motorized counts will be taken. The EB incorporates the FHWA standards and tries to standardize the data collection for NYS. NYSDOT prefers counts undertaken with federal funds be performed to this standard. Alternatively, MPOs can work with the Main Office Highway Data Services to modify the standards.

- [New York State Department of Health – Pedestrian Safety: It's No Accident](): This website provides See! Be Seen! Pedestrian Safety materials, resources for law enforcement, PSAs and links to related materials.

- [Safer Streets Priority Finder](): This tool enables users to analyze risk to bicyclists and pedestrians on a community's roads. You can use local road, crash, and study area data or select from nationally available datasets to explore statistics related to crash data, develop a Sliding Windows Analysis using historical crash data to inform a High

Injury Network, and develop a Safer Streets Model to estimate risk along a road network. This tool is currently in beta phase.

- NYSDOT Traffic Data Viewer: The Traffic Data Viewer (TDV) is an interactive map that allows users to access traffic data information for public roads across the State of New York. Using the TDV, the Annual Average Daily Traffic (AADT) and additional traffic statistics for a road segment can be obtained. The data is also downloadable for offline usage. The TDV data set is maintained by the NYSDOT Highway Data Services Bureau, Traffic Monitoring Section.

CLIMATE CHANGE WORKING GROUP

Goals

1. <u>Provide a forum for sharing best practices</u> among the MPOs and with New York State, federal, and other planning partners regarding climate change mitigation and adaptation, resiliency planning, and sustainability.

2. <u>Monitor regional, state, or federal planning processes, legislation, and outreach initiatives</u> that address climate change mitigation and adaptation, transportation system resiliency, and sustainability in New York State.

3. <u>Engage with partners and stakeholders</u>, including NYSDOT, the New York State Department of Environmental Conservation (NYSDEC), and the New York State Energy Research and Development Authority (NYSERDA) to stay informed about and participate in ongoing statewide climate change and sustainability efforts, including:

   • Implementation of the Climate Leadership and Community Protection Act (CLCPA);

   • National Electric Vehicle Infrastructure program (NEVI);

   • Carbon Reduction Program (CRP); and

   • Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program.

4. <u>Share technical guidance and resources</u> about climate change mitigation and adaptation, transportation system resiliency, and sustainability actions for MPO staff.

5. <u>Assess data needs</u> related to climate change and resiliency across MPOs in New York State and elsewhere.

Tasks

1. <u>Provide a Forum for Sharing Best Practices</u>

   A. Hold quarterly meetings (ideally, three web meetings and one in-person meeting, when possible), providing opportunities for partners from NYSDOT, NYSDEC, NYSERDA, and other organizations to present on climate change, transportation system resiliency, and sustainability initiatives.

   B. Continue to collaborate with the Bicycle and Pedestrian Working Group, Safety Working Group, Transit Working Group, and NYSDOT to undertake research on shared mobility and micromobility, including the safety implications in New York State and efforts to integrate with transit. This effort will include regularly updating the NYSAMPO shared mobility webpage.

2. Provide Input to Planning Processes and Legislation

   A. Review and monitor proposed changes on behalf of the Climate Change Working Group and NYSAMPO as needed.

   B. Provide feedback and insight to MPOs on policies and programs related to the CLCPA.

   C. Provide input on alternative fuels and advanced vehicle technologies, including electric vehicle deployment and infrastructure siting across New York State.

3. Engage with Partners and Stakeholders

   A. Collaborate with NYSDOT on next steps for designated Alternative Fuel Corridors and alignment with NEVI Plan.

   B. Collaborate with NYSDOT and NYSERDA on next steps for New York's NEVI Plan, Carbon Reduction Strategy, and Resiliency Improvement Plan (RIP).

   C. Discuss resiliency planning topics, including: practices to protect and fortify transportation assets; conducting sea level rise and climate risk analysis for transportation assets; improving regional coordination of emergency and long-term responses to system-wide climate impacts; enhancing transportation network resiliency; addressing public health emergency issues in planning documents; and developing inventories of infrastructure assets and stressors (based on FHWA model and tools; see https://www.fhwa.dot.gov/environment/sustainability/resilience/tools/).

4. Produce Technical Guidance and Resources

   A. Post relevant resources to the Climate Change Working Group page on the NYSAMPO website on an ongoing basis.

   B. Research and compile technical approaches to developing and maintaining a greenhouse gas (GHG) emissions inventory and methods for forecasting.

   C. Track changes to performance targets and associated progress towards the System Performance and Congestion Mitigation and Air Quality Improvement Program National Performance Management measures; track activities related to implementation of FHWA's proposed GHG Performance Measure rule.

   D. Target the development of up to two Fact Sheets or White Papers, including one on transportation system resiliency and reliability planning best practices.

   E. Identify MPO resiliency planning research needs and program recommendations.

   F. Explore the feasibility of collaborating with other NYSAMPO Working Groups on developing tools or other guidance documents related to emissions, emerging technologies, and shared mobility and micromobility as these are trends which

could accelerate the transition of New York State's transportation system to carbon neutral.

G. Identify data needs and availability, forecasting methods, and performance metrics for MPO resiliency planning.

5. <u>Coordinate planning on emerging climate change and GHG emission issues.</u>

A. Continue to track climate change and resiliency legislation, initiatives, and new programs at the federal level that may affect the metropolitan planning process, including those in the Infrastructure and Jobs Act (IIJA).

B. Track guidance related to the Justice40 Initiative to assist MPO staff in working toward the goal that federal grants, programs, and initiatives allocate at least 40% of the benefits from federal investments to disadvantaged communities.

C. Track guidance related to NYS Disadvantaged Communities (DAC) areas, which were developed through CLCPA process. Relevant State clean energy funding programs will need to ensure 35-40% of funding benefits DAC areas.

FREIGHT WORKING GROUP

Goals

1. <u>Knowledge Transfer</u>: Build technical capacity by serving as a forum for dialogue among MPOs, NYSDOT, and others to share freight planning practices, arrange for relevant training courses, and disseminate ideas on effective public communication about the importance of freight.

2. <u>Integration</u>: Continue to participate in the implementation of the National Highway Freight Program, and assist in the further incorporation of freight into MPO planning practice at all levels from the Long-Range Transportation Plan (LRTP) through Unified Planning Work Program (UPWP) initiatives to the Transportation Improvement Program (TIP).

3. <u>Stakeholder Outreach</u>: Engage other freight-related organizations to determine opportunities to inform them of initiatives MPOs in New York State are advancing for collaboration and to be informed of their initiatives.

4. <u>Transformational Technologies</u>: Monitor technical advances (e.g., automated vehicles, additive manufacturing, etc.) that impact the number, type, and mode of trips used to deliver goods to businesses and residences.

5. <u>Data Availability</u>: Catalog the accessibility and quality of data that can be used to better analyze freight movements at various geographies from a statewide perspective to increase cost-effectiveness and efficiency.

6. <u>Global and National Economies</u>: Monitor the interrelationships between economic issues (including the COVID-19 pandemic), consumer trends, and resulting business models that impact metropolitan economies in New York State.

Tasks

1. <u>Knowledge Transfer</u>

   A. Hold quarterly web meetings, which include a roundtable agenda item so MPOs and other members can share current freight-related planning activities and lessons learned, including uses of TRANSEARCH data and updates related to the NYS Freight Transportation Plan.

   B. Disseminate available information to members through available web-based, teleconference, and in-person professional development and training opportunities of short- and longer-term durations – these include conferences, Talking Freight webinars, single-day and multi-day peer exchanges, the Eastern Transportation Coalition's Freight Academy, and other offerings.

C. When possible, organize a freight facility site visit for Working Group members in conjunction with a Working Group meeting or other event, such as the May 2025 NYSAMPO Conference. MPOs may consider organizing events with nearby MPOs.

D. Conduct questionnaires of Working Group members to identify planning initiatives, activities, and trainings undertaken by members, as well as identify future topics of interest.

2. <u>Integration</u>

A. Monitor, discuss, and implement/respond to future iterations of Federal freight-related rulemakings and requirements including (but not limited to):

i. Changes to targets and associated progress towards the Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) National Performance Management measure;

ii. Additions/re-designations and associated certifications of the National Multimodal Freight Network, National Highway Freight Network, and Critical Urban (and, where appropriate, Rural) Freight Corridors inclusive of any updates.

B. Scan for, identify, and (as appropriate) discuss and track initiatives, projects, and regulations that have the potential to be of significance statewide or to multiple regions including (but not limited to):

i. Transportation system resiliency concerns related to aging infrastructure and the impacts of more frequent extreme weather events;

ii. Parking and curb management for deliveries where other travel activities (e.g., passenger pick up/drop off, walking, etc.).

C. Ensure that freight projects in metropolitan areas are fully considered for submission to discretionary funding programs (namely, Infrastructure for Rebuilding America, INFRA), and provide as-needed support activities that MPOs can provide to their members who may be considering a submission.

D. Coordinate with NYSDOT to monitor and participate in the development of its NY Statewide Freight Plan update.

E. Identify critical freight-related infrastructure across multiple regions/MPOs with statewide or multi-regional significance as a means of identifying needs that impact the state as a whole. Review changes in land use relative to freight movement in metropolitan regions across the state.

F. Communicate with other Working Groups to determine opportunities for coordinated actions that further integrate freight into other MPO planning activities (e.g., automated/connected trucks with the Transportation System Management and Operations Working Group, cleaner vehicles/fuels with Climate

Change Working group, data, and analysis of existing and projected freight movements with the Modeling Working Group, etc.).

3. Stakeholder Outreach

    A. Increase awareness among freight-related organizations and associations of the presence and role of the Freight Working Group and offer them the opportunity to present as part of the quarterly web meetings. Potential agencies, organizations, and associations include (but are not limited to):

        i.   The Shipping Association of New York and New Jersey;

        ii. Eastern Transportation Coalition;

        iii. New York State Thruway Authority;

        iv. Empire State Development/Regional Economic Development Council representatives;

        v.   Railroads of New York; and

        vi. Trucking Association of New York.

        Structure discussions with stakeholders to ensure that legislative and regulatory items such as driver hours of service rules, national trade policies, ballast water discharge issues, Jones Act, Harbor Maintenance Fee concerns, etc., are included.

    B. Monitor for noteworthy freight planning initiatives, capabilities, and techniques of state DOTs and MPOs in surrounding states either via a scan of a topic, capability, or methodology of case studies.

    C. Produce a resource document for MPOs and MPO member agencies that addresses local truck routing requirements and processes in New York, to include steps required to implement a truck route, other actions that can be taken in lieu of truck routes, data/tools/resources to help understand the issue, and implementation and enforcement considerations.

4. Data Availability, Transformational Technologies, & Global and National Economies

    A. Draw on compiled inventory of data sources (outside of TRANSEARCH, NPMRDS, and Freight Analysis Framework), analysis techniques, and modeling applications utilized by other MPOs for discussion on a web meeting (FHWA NY assistance would be helpful). Investigate alternative marine freight data sources to Port Import Exporting Research Services (PIERS), utilized by other MPOs, as applicable.

    B. Monitor advances in technologies such as automated/connected/electric vehicles, additive manufacturing, and drones that impact the amount and type of goods moved, modal options selected, and land use, and communicate the associated planning implications to members as appropriate.

C. Monitor macro-level economic trends such as the further integration of e-commerce with bricks and mortar retail and the lasting effects of the COVID-19 pandemic that impact the amount and type of goods moved, modal options selected, and land use, as well as communicate the associated planning implications to members as appropriate.

D. Coordinate with NYSDOT on the State's next purchase of TRANSEARCH data and integration with the Freight Analysis Framework (FAF). Explore opportunities to make TRANSEARCH data available to municipalities within NYS to support development of freight projects.

Available Resources

▪ Carload Waybill Sample: Data collected by the Association of American Railroads (AAR), which provides information on rail traffic, commodity, revenue, and routing characteristics for railroads that carry at least 4,500 carloads per year over the past three years or carry at least five percent of an individual state's rail traffic. The data is maintained by the Surface Transportation Board and updated annually with 2022 data available at the time of publication of this document.

▪ Commodity Flow Survey: Provides commodities flows on six modes originating in the 50 states and the District of Columbia. Commodities are identified using the Standard Classification of Transported Goods (SCTG) system. The data is maintained by the Bureau of Transportation Statistics and updated every five to seven years with 2017 data available at the time of publication of this document. 2022 CFS data collection is underway.

▪ Freight Analysis Framework: Database available for download allows users to summarize inbound, outbound, within, and through flows of domestic and international commodities on four modes for 50 States, with commodities classified using Standard Transportation Commodity Classification (STCC) codes. The data is maintained by the FHWA Office of Freight Management and Operations and updated every five to seven years with 2017 data available at the time of publication of this document.

▪ FHWA Freight Data Library: Part of FHWA's Freight Professional Capacity Building Program. The Data Library is a repository for several available datasets for freight practitioners in the areas of economic data, energy, resiliency, freight data classification, freight flows, trade data, system activity, and more.

▪ TRANSEARCH: Provides a comprehensive and unified, multimodal goods movement database, which includes tonnage and equipment volumes by commodity, transportation mode, and trade lane at the county, ZIP code, metropolitan area, state, or provincial level for public and private sector freight planning since 1980. The goods are defined by commodity or North American Industry Classification System (NAICS) with volumes provided by loads, tonnage, and value. The data is proprietary and offered by IHS Markit.

- **NPMRDS Web Tools**: This platform was created to process and visualize the NPMRDS data for NYSDOT and the MPOs in New York State (registration is required to access the platform). The tool includes freight-relevant metrics, including truck travel time reliability on the interstate system and overall level of travel time reliability on the National Highway System. The data is maintained by the Albany Visualization and Informatics Lab (AVAIL) and updated monthly.

- **Port Import Export Reporting Service (PIERS)**: Provides origin to destination information for foreign and domestic waterborne cargo movements of commercial ports by region and state, as well as waterborne tonnage for principal ports, states, and territories. The data is proprietary and offered by IHS Markit and updated monthly.

- **Transborder Surface Freight Data**: This dataset provides information describing the value of North American trade by commodity, surface mode of transportation (rail, truck, pipeline, mail, or other), and shipment origin and destination by state, province, U.S. Customs port of entry, or Canadian or Mexican point of clearance, since April 1993. The data is maintained by the Bureau of Transportation Statistics and updated monthly with data available through December 2022 at the time of publication of this document.

- **American Transportation Research Institute (ATRI) truck GPS database**: ATRI continuously collect GPS data on national corridors, using data from nearly 1 million heavy-duty trucks in North America. It allows for highly granular flow analyses of specific trucks over long time periods. The data only includes commercial freight vehicles. Data doesn't report what is in the trucks but can connect to FAF or Commodity Flow data. The data is proprietary and offered for purchase by ATRI.

GIS WORKING GROUP

Goals

1. <u>Knowledge Transfer</u>: Conduct in-person meetings as the primary means for sharing practices and information on opportunities. Supplement or replace in-person meetings with virtual meetings as needed.

2. <u>Data Collection and Assessment</u>: Identify, compile, and assess spatial data that is useful to MPOs and their member agencies and, to the extent practical, partner organizations.

3. <u>Coordination</u>: Utilize the Working Group as a forum for coordination with partner organizations to obtain and share data and practices.

4. <u>Software</u>: Ensure that GIS software applications are consistent across the MPOs in New York State to the greatest extent practical.

5. <u>Training</u>: Identify training opportunities to improve the technical capabilities of MPO staff.

Tasks

1. <u>Knowledge Transfer</u>

   A. Incorporate discussions about best practices for using GIS software packages and algorithms.

   B. Consider web meetings, conference calls, and other communications in addition to in-person meetings as appropriate.

   C. Explore alternative means of communication outside of email, including the creation of a Teams Channel (or other platform), to encourage sharing of ideas, resources, and questions about GIS.

   D. Ask members or guest speakers to share interesting GIS tasks/methodologies or cartographic work followed by a group discussion for thoughts and feedback.

2. <u>Data Collection and Analysis</u>:

   A. Identify potential enhancements to existing data sources and altogether new ones for items such as traffic counts, pavement condition reporting, crash records, and travel demand surveys.

   B. Determine how GIS technology can actively assist in data analysis efforts related to performance-based planning and programming, including National Performance Management target setting and reporting. (It is anticipated that sharing methods and ideas on how to spatially manage and measure various elements of system performance will be an ongoing effort of this group.)

C. Track federal guidance related to the Justice40 Initiative and related planning tools and practices to assist MPO staff with working toward Justice40 and equity-related goals and initiatives. Track NYS guidance related to NYS Disadvantaged Communities (DAC) areas, which were developed through the NYS CLCPA process.

D. Continue to discuss the data sources available for regional resiliency planning and vulnerability assessment and identify and share planning practices.

E. Disseminate information on how to transfer or share data collected in ESRI Field Maps applications with other ArcGIS Online (AGOL) accounts/groups or entities that do not have AGOL accounts.

3. Coordination:

A. Coordinate with other NYSAMPO Working Groups on GIS-related efforts, as needed and requested.

B. Continue to support the Bicycle and Pedestrian Working Group, Safety Working Group, and Transit Working Group by sharing and evaluating data available for ADA Transition Plan efforts. Continue to develop and share methodologies on ADA Transition Plan best practices.

C. Ensure data flow from NYSDOT is as efficient and complete as possible by monitoring changes to NYSDOT's data procedures and working with NYSDOT staff to understand data availability and archiving.

D. Plan for an in-person meeting or web meeting to be a joint meeting with the Bicycle and Pedestrian Working Group, Safety Working Group, Climate Change Working Group, and/or Transit Working Group. When possible, coordinate this in conjunction with the NYSAMPO Conference or other conference/meeting opportunities.

4. Software

A. Continue to work and collaborate with NYSDOT. NYSDOT has provided MPO central staff with ArcGIS Desktop Basic and Advanced licenses and extensions as well as ArcGIS Pro and ArcGIS Online licenses and extensions.

B. Identify cloud-based services offered by ESRI. Research and discuss best practices for integrating GIS with cloud-based systems outside the ESRI environment such as Microsoft, Amazon, and Google.

C. Discuss MPO experience with open-source software applications that can be used to supplement or provide an alternative to ESRI products.

5. Training

A. Periodically poll members to identify professional development needs.

B. Identify and request relevant training based on needs determined through polling (this may include vendor-based training on significant changes to ESRI Arc software).

Available Resources

- ESRI Licenses: Each MPO has licenses to ArcGIS Advanced and Basic. Licenses and questions regarding them can be obtained by contacting the GIS Working Group Chair and Co-Chair and the New York State Office of Information Technology Services.

- NYSDOT Traffic Data Viewer: The Traffic Data Viewer (TDV) is an interactive map that allows users to access traffic data information for public roads across the State of New York. Using the TDV, the Annual Average Daily Traffic (AADT) and additional traffic statistics for a road segment can be obtained. The data is also downloadable for offline usage. The TDV data set is maintained by the NYSDOT Highway Data Services Bureau, Traffic Monitoring Section.

- NYSDOT Roadway Inventory System (RIS): NYSDOT's RIS geodatabase is a detailed road layer that includes various attributes. It can also be viewed online using NYSDOT's RIS Viewer, which provides information on federal aid eligibility, posted speed limits, and AADT. All roadway data will soon be published from NYSDOT's Roadway Data Mart (RDM). NYSDOT is working to finalize a key RDM derived GIS layer that will be shared with the MPOs as soon as it is ready.
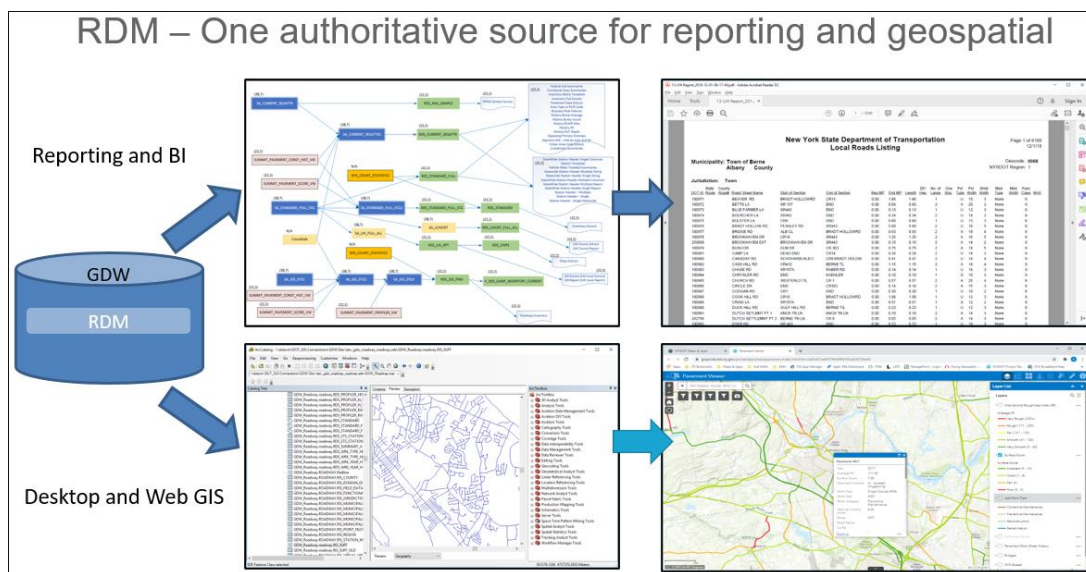
- ESRI Community: A global community of ESRI users with approximately 1,500 members where you can find solutions, share ideas, and collaborate to solve problems with GIS.

- New York State GIS Clearinghouse: Base data for several GIS items across New York State including, but not limited to, ortho imagery, parcels, elevation, addresses, and roads. There is also a list of web services hosted by New York State Agencies.

- **NYSDOT On-Line GIS Applications**: NYSDOT-created applications including Winter Travel Advisory, Oversize/Overweight Vehicle Pre-Screening Tool, Traffic Data Viewer, Posted Bridges, RIS Viewer, and Functional Classification & National Highway System Viewer.

- **EagleView CONNECTExplorer**: High resolution orthogonal and oblique aerial images. EagleView's CONNECTExplorer is a suite of tools used to view images and perform basic analysis using various measurement tools. The data is proprietary though some agencies that purchase the products can share access with MPOs, who should consult their member agency planning offices regarding this resource.

- **Crash Location and Engineering and Analysis Repository (CLEAR)**: This application is intended to revolutionize traffic safety analysis in New York State. CLEAR replaced three legacy systems including Accident Location Information System (ALIS), Safety Information Management System (SIMS), and Post Implementation Evaluation System (PIES). CLEAR is comprised of several applications including CLEAR Interactive Crash Editor (ICE), CLEAR Crash Data Viewer (CDV), and CLEAR Safety. CDV and ICE rolled out in 2022 and CLEAR Safety went live in 2023. CDV replaced ALIS as the system of record for crash data. CLEAR webinars are ongoing and are being recorded. The latest information about CLEAR, including training, is available at: https://www.dot.ny.gov/divisions/operating/osss/highway/crash-analysis-toolbox.

- ESRI Online Training Resources: ESRI offers many online training resources. Resources include: the Lesson Gallery through Learn GIS (free) and ESRI Academy (some free training, as well as courses requiring a maintenance subscription, can be accessed through the ESRI/ArcGIS global login tied to the NYSDOT OFT account).

- **Replica**: Replica is an enterprise data platform that delivers critical insights about the built environment - across people, mobility, economic activity, and land use. Replica offers three tools in their platform including trends (nationwide model with census-tract level fidelity), places (high-fidelity activity-based travel model), and scenario (forecasting and scenario analysis built on places data). All NY MPOs currently have access to Replica.

MODELING WORKING GROUP

Goals

1. <u>Facilitate a network of colleagues</u> to encourage sharing of ideas and questions about modeling on an informal basis throughout the year.

2. <u>Hold a minimum of ten meetings per year</u> with at least one as an in-person meeting, if feasible. Continue to invite staff from NYSDOT, the Albany Visualization and Informatics Lab (AVAIL) team, and other agencies to meetings to present and discuss data and modeling applications.

3. <u>Evaluate data needs that are applicable to other Working Groups,</u> including facilitating data coordination among the MPOs and with NYSDOT.

4. <u>Share interesting modeling application practices</u> at meetings to spur creative thinking towards the broader use of existing and potential tools.

5. <u>Share best practices related to post-processing activities</u> such as air quality criteria pollutant and GHG emission modeling/estimation, traffic simulations, and other off-model analyses.

Tasks

1. <u>Enhancing Data-Driven Planning</u>

   A. Facilitate data coordination among MPOs and with NYSDOT and other data partners to improve modeling, planning, and the development and tracking of performance measures.

      i. Collaboration: Explore alternative means of communicating outside of email, including the creation of a Teams Channel (or other platform) to encourage the sharing of ideas, resources and questions about modeling.

      ii. TransportNY suite of tools: This initiative has provided an archive and web-based tool to access the NPMRDS, Freight Atlas, and TSMO dashboard. NYSDOT shares the tools with the MPOs. The Modeling Working Group is serving as an advisory committee to NYSDOT as these tools are developed and refined. The tools are useful in understanding congestion and reliability at regional and corridor levels. The Modeling Working Group will coordinate with other NYSAMPO Working Groups, including the Freight and TSMO Working Groups, to provide input on the tools and understand their capabilities.

      iii. National Performance Management: Based on NPMRDS data, provide support for MPOs implementing performance-based planning using the TransportNY NPMRDS web tool.

iv. NHTS: Work on understanding the 2022 NextGen National Household Travel Survey, regional household travel surveys, and new methodologies including how passive data sources will complement traditional surveys.

v. Electric Vehicles/Connected and Automated Vehicles: Continue to monitor developments in these technologies, as well as emerging best planning practices on modeling and forecasting and the potential positive and negative impacts of these vehicles on Vehicle Miles Traveled (VMT), land use, emissions, and other topics.

vi. Shared Mobility and Micromobility: The impacts of ride-hailing services (via Transportation Network Companies or TNCs), shared bikes, e-bikes, and e-scooters, and other new services and technologies will be considered with respect to travel demand modeling.

vii. Passive Travel Data: Evaluate sources of passive travel data and explore its use in the travel demand forecast models. The MPOs and NYSDOT currently have access to Replica data and tools. The Working Group will continue to share their experiences with using and applying Replica data in their planning activities, as well as explore the use of other sources of big data. The Group will consider conducting an evaluation of the Replica Scenario tool and best uses for MPOs and NYSDOT.

viii. Census Data: Explore how Census data can be incorporated into modeling activities, including TAZ data development and demographic forecasts.

ix. Data Validation: Evaluate best practices for model validation. This will include approaches to model validation, the use of big data and traditional data sources, standardization of data, and equally important, the need to maintain model sensitivity during validation. Furthermore, the Working Group will work with academia and practitioners to validate models so that they are sensitive to emerging transportation issues.

x. Post-pandemic Trends: Explore trends that emerged as the "new normal" post-pandemic. This includes how to review and process traffic count patterns, model telecommuting, and study VMT growth trends and regional and local travel patterns, using data such as the NYSDOT traffic count summaries and Bureau of Transportation Statistics COVID-19 related transportation statistics, and discuss implications for MPO travel modeling and forecasting.

2. Enhancing Modeling Practice

A. Scenario Planning: Explore best practices for incorporating scenario planning into MPO practice, especially with respect to trends in travel behavior, VMT, and connected and automated vehicles.

B. Machine Learning and AI: Explore how machine learning and AI can be incorporated into modeling and discuss the implications and possible pitfalls.

C. Explore the practice of looking back at old MPO forecasts as part of the calibration of existing models with new data.

3. Collaboration with Other Working Groups

    A. Collaborate with NYSDOT, the Climate Change Working Group, the Freight Working Group, and the Transportation Systems Management and Operations Working Group in estimating and forecasting transportation GHG emissions for LRTP and TIP performance measures. The Modeling Working Group will explore emerging trends and data sources.

        i.   Explore using NPMRDS data to understand operations and management strategies, including Intelligent Transportation Systems deployment, implementation, and traffic signalization, in coordination with the Transportation Systems Management and Operations Working Group.

        ii. Coordinate with the Freight Working Group to understand and provide input on the TransportNY Freight Atlas tool, as well as issues such as electrification of railroads and open rail corridors for renewable energy transmission; potential diversion of truck shipments to rail; emerging opportunities for application of freight data; freight modeling; impacts of e-commerce and increased deliveries; and shifts between freight modes.

    B. The AVAIL Team, working with NYSDOT, is developing transit and freight modules within the TransportNY web tool. The Modeling Working Group will collaborate with the Transit Working Group, the Freight Working Group, and NYSDOT to coordinate development of these modules.

4. Webpage

    A. Maintain a webpage on the NYSAMPO website to share modeling practice presentations.

5. Training

    A. Identify training needs and opportunities in modeling and explore opportunities for training and tools at in-person meetings (if possible), virtual meetings, a clearinghouse on the website, and other means.

        i.   Pursue additional training on a variety of tools that are readily available to MPOs, including Replica and the TransportNY suite of tools. Training would address basic through advanced tool functionality and MPO planning applications.

        ii. Explore new training opportunities using a variety of datasets, estimation tools, sketch planning tools, and forecasting methods, including but not limited to: Data Axel, Census data, population and employment forecasting, incorporating freight data in models, estimating VMT beyond the NHS, etc.

iii. Identify available opportunities for licenses for MPO staff and/or software training and pursue those where there is an interest.

B. Discuss the possibility of group and/or individual training opportunities through the FHWA Resource Training Center. This will include an annual review of the Resource Center's Call for Services.

Available Resources

- TransportNY: This suite of tools was developed by NYSDOT, working with AVAIL, to process and visualize data for NYSDOT and the MPOs in New York State (registration is required to access the platform). The NPMRDS platform visualizes the NPMRDS data; software modules contained within are useful in understanding congestion and reliability, and include auxiliary modules for analysis of traffic counts, incidents (i.e., accidents, construction), and transit trips per road segment. The Freight Atlas is an interactive, web-based map that includes various freight related transportation facilities and data collected during the freight plan process.

- Data Axle (formerly InfoGroup) Business Points Data: Business locations in New York State with various company-specific attributes in ESRI Geodatabase format. The data is proprietary. It is currently it is available to the MPOs.

- Geotab Platform: Provides origin-destination and stop data collected through on-board devices from millions of vehicles serving a wide array of industries and purposes. These vehicles are segmented by weight, industry of owner/operator, and travel patterns.

- Average Daily VMT estimates by MPO Planning Area & Functional Classification: The NYSDOT Highway Data Services Bureau provides annual updates to the Average Daily VMT estimates for each MPO Planning Area and breaks the estimates down by Functional Classification.

- IHS Global Insights US Economic and US Regional Long-Term Forecasts: Available for all counties in New York, New Jersey, and Connecticut. Includes information such as historical and projected population and employment data by county. The data is proprietary and it is currently available to the MPOs.

- Motor Vehicle Emission Simulator (MOVES): A U.S. Environmental Protection Agency modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and air toxics.

- Travel Model Improvement Program (TMIP): TMIP is a program within the FHWA Office of Planning that conducts research, provides technical assistance, and delivers training to local, regional, and state transportation planning professionals in the fields of analysis, modeling and simulation.

- Cornell Program on Applied Demographics (PAD): PAD provides organizations with data and analysis in the areas of demographics, economics, and statistics. The site

includes population and employment trends as well as population projections for all counties and school districts in NY. County profiles are also available.

▪ StreetLight Data: StreetLight Data is an on-demand mobility analytics platform that uses big data from mobile devices to conduct origin-destination, travel times, and select link analyses. Their clients get access to the web-based platform and can set up and run their analyses, then view heatmaps and interactive visualizations, or export the output to other usable formats. The data is proprietary.

▪ INRIX: INRIX provides various online applications to analyze and forecast various mobility features, including (but not limited to) traffic, parking, connected vehicles, and shared mobility and micromobility. The data is proprietary.

▪ AirSage: AirSage is a US-based technology company specializing in collecting and analyzing anonymous location data, such as cell phone and GPS data, processing more than 15 billion mobile locations every day – and turns them into meaningful and actionable information. The data is proprietary.

▪ Replica: Replica is an enterprise data platform that delivers critical insights about the built environment - across people, mobility, economic activity, and land use. Replica offers three tools in their platform including trends (nationwide model with census-tract level fidelity), places (high-fidelity activity-based travel model), and scenario (forecasting and scenario analysis built on places data). Currently, all NY MPOs have access to Replica.

▪ Woods & Poole Economics, Inc. Regional Projections: Data Pamphlets provide economic data and demographic data for specific geographies with annual historical economic and demographic information from 1970 and annual projections to 2060. The data is proprietary and available to the MPOs.

▪ LOCUS: A suite of big data transportation products. *LOCUS Passenger* is built atop a robust source of anonymized location-based services (LBS) data, updated quarterly. These data are derived primarily from smartphone GPS sources making them highly suitable for multimodal person analytics that capture fully expanded origin-destination flows, trip purpose inference, visitor travel, and resident out-of-region travel. *LOCUS Truck*, using commercial vehicle data to provide truck travel metrics classified by vehicle classes (GVWR) and other categories such as vocation (door-to door, local, regional, long-haul) and industry.

▪ American Transportation Research Institute (ATRI) truck GPS database: ATRI continuously collect GPS data on national corridors, using data from nearly 1 million heavy-duty trucks in North America. It allows for highly granular flow analyses of specific trucks over long time periods. The data only includes commercial freight vehicles. Data doesn't report what is in the trucks but can connect to FAF or Commodity Flow data. The data is proprietary and offered for purchase by ATRI.

SAFETY WORKING GROUP

Goals

1. <u>Provide a forum for the exchange of safety planning information and ideas</u> with New York State, federal, regional, local, and international safety partners.

2. <u>Collaborate with NYSDOT and other safety partners</u> on New York State and federal safety initiatives.

3. <u>Provide training and technical support</u> for MPO safety planning efforts.

Tasks

1. <u>Working Group Meetings</u>

   A. Hold bi-monthly meetings to exchange information and ideas related to transportation safety planning in New York State.

   B. Schedule presentations from practitioners within and outside of New York State to be provided during monthly meetings. Topics of interest include: MPO crash data analysis and safety planning initiatives, Roadway Safety Departure Action Plans, Safe Systems Approach, Complete Streets, e-bike and e-scooter safety, truck and motorcycle safety, equity, safety plan implementation, and bicycle and pedestrian accommodations in work zone traffic control settings.

   C. Hold joint meetings with other NYSAMPO Working Groups, as needed. When possible, schedule joint meetings concurrently with the NYSAMPO Conference or other conferences/workshops.

   D. Explore a virtual panel discussion or peer exchange with MPOs outside of New York State on safety related topics.

2. <u>Safety Planning Coordination</u>

   A. A. Provide a forum for coordination between MPOs with NYSDOT as well as local governments and agencies in MPO Planning Areas on the implementation and evaluation of NYSDOT's New York State Strategic Highway Safety Plan and statewide Emphasis Area plans.

   B. Provide feedback to NYSDOT and safety partners on the development of new statewide safety plans (e.g., Roadway Departure Safety Action Plan, etc.) and support implementation with local governments and agencies in MPO Planning Areas.

   C. Share Local and Regional Safety Plan scope of work examples that incorporate the NYS Strategic Highway Safety Plan and related emphasis area plans, Crash Location and Engineering Analysis Repository (CLEAR) system capabilities, and best MPO practices on plan implementation.

D. Coordinate with NYSDOT on the development of the federally required annual safety performance targets.

E. Coordinate with other NYSAMPO Working Groups on overlapping topics related to safety. This may include developing resources for the NYSAMPO Safety Education Toolkit and website, hosting training, or holding virtual workshops. Topics will include e-bike and e-scooter safety, CLEAR training, and promoting resources of common interest on the NYSAMPO website.

F. Develop, in collaboration with NYSDOT and the Cornell Local Roads Program's Local Technical Assistance Program Center, a Safety Project Development and Funding Resource for local governments to identify safety project funding options, including the FHWA Highway Safety Improvement Program (HSIP) and Safe Streets and Roads for All (SS4A) program.

G. G. Review annual programming statewide and by region of HSIP and other Federal funding on safety projects and provide updates on MPO and State programming processes.

H. Monitor proposed federal and state safety-related legislation and rulemakings.

3. Data

A. Coordinate with NYSDOT to develop a MPO Training Needs and Case Studies Memo for the CLEAR application.

B. Host an annual (or more frequent) training session on CLEAR Safety.

C. Coordinate with NYSDOT to provide an annual update of the MPO Data Use & Sharing Reference for the CLEAR application.

D. Coordinate with ITSMR to provide an update of the NYS Traffic Safety Information Systems Strategic Plan

E. Review guidance relating to Title VI and Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, and methodologies for use in equity analyses of safety programs.

4. Education and Outreach

A. Annually maintain and update the Safety Education Toolkit on the NYSAMPO website and determine the most effective ways to provide this information to the public.

B. Promote the Traffic Safety Statistical Repository (TSSR) and other publicly available safety data resources through the Institute of Traffic Safety Management and Research (ITSMR) to MPO staff, member agencies and the public.

C. Review the annual NHTSA Communications Calendar with GTSC, NYSDOT, NYSDOH, and NHTSA to support distribution of transportation safety campaign materials and public service announcements for pedestrians, distractions, and impairment among other safety topics.

D. Designate NYSAMPO member(s) to participate in statewide safety committees:

- New York State Association of Traffic Safety Board.
- NYS Traffic Records Coordinating Council

Available Resources

- NYSAMPO Safety Education Toolkit: This resource on the NYSAMPO website provides links to outreach materials and design and policy guidance for MPOs to use or adapt to their use. It addresses several safety topics including bicycle safety, design guidance & training, navigating new infrastructure, traffic safety campaigns, Complete Streets/share the road, driver & passenger safety, pedestrian safety, motorcycle safety, plans and reports, and walk/bike to school. Crash data resources include Fatality Analysis Repository (federally required fatal crash database), ITSMR TSSR (publicly accessible crash data for New York State), and the NYSDOT Accident Analysis Toolbox which contains information about accessing CLEAR (web-based application with location-based crash data), crash analysis forms, and statewide crash rates and associated costs.

- Crash Location and Engineering and Analysis Repository (CLEAR): This application is intended to revolutionize traffic safety analysis in New York State. CLEAR replaced three legacy systems including Accident Location Information System (ALIS), Safety Information Management System (SIMS), and Post Implementation Evaluation System (PIES). CLEAR is comprised of several applications including CLEAR Interactive Crash Editor (ICE), CLEAR Crash Data Viewer (CDV), and CLEAR Safety. CDV and ICE rolled out in 2022 and CLEAR Safety went live in 2023. CDV replaced ALIS as the system of record for crash data. CLEAR webinars are ongoing and are being recorded. The latest information about CLEAR, including training, is available at: https://www.dot.ny.gov/divisions/operating/osss/highway/accident-analysis-toolbox.

TRANSIT WORKING GROUP

Goals

1. Coordinate with other NYSAMPO Working Groups as needed throughout the year.

2. Monitor New York State and federal legislation and regulations, as applicable, and provide information to the NYSAMPO Directors Group for their knowledge.

3. Promote coordination of transit planning and programming activities among MPOs, NYSDOT, transit providers, and Federal Transit Administration (FTA) staff.

Tasks

1. Promote Knowledge Transfer

   A. Meet four times per year with one meeting being in-person, if possible and if it adds value to the discussion. Meetings are anticipated to take place in March, June, September, and December. Subject matter experts will be invited to present/discuss on relevant topics.

      i. Plan for one meeting to be a joint meeting with the Bicycle and Pedestrian Working Group, GIS Working Group, and Safety Working Group, based on interest and availability.

   B. Encourage MPO staff to share information on transit-focused work taking place within each MPO at the quarterly meetings by providing a short presentation on the main elements that might be of interest to Working Group members (e.g., plans, actions, events, etc.).

   C. Share and discuss current and developing practice on:

      i. Clean energy vehicle and equipment implementation.

      ii. Mobility as a Service (e.g., business models/concepts, etc.).

      iii. Transit and Transportation Network Companies (TNCs) as they relate to specific actions/activities taking place across New York State.

      iv. Transit agency demographic and demand shifts post-COVID.

      v. Microtransit pilots around the state and how transit services are integrating micromobility into their service plans.

      vi. Inclusion of transit corridor planning into municipal and MPO planning efforts (focused on creating transit oriented development and transit oriented communities).

2. Coordinate with Other NYSAMPO Working Groups

    A. Continue to collaborate with the Bicycle and Pedestrian Working Group, Climate Change Working Group, Safety Working Group, and NYSDOT to undertake research on shared mobility and micromobility, including the safety implications in New York State and efforts to integrate with transit and assessments of safe routes to transit. Provide updates for the nysmpos.org shared mobility webpage, as needed.

    B. Coordinate with the Modeling Working Group and Transportation Systems Management and Operations Working Group to explore research and issues related to equity in the implementation of connected and autonomous vehicles and transit.

    C. Coordinate with the Climate Change Working Group to discuss the implementation of CLCPA and its strategies to reduce VMT that may promote transit.

3. Promote Coordination of Transit Planning and Programming Activities

    A. Share notices of transit-related funding opportunities and programs.

        i. Track the release/continued release of guidance on IIJA and associated funding programs.

        ii. Continue information sharing for FTA's 5310 program (Enhanced Mobility of Seniors & People with Disabilities) as it is developed, during reviews, and for any discussion/follow-up.

    B. Identify and discuss data sources, collection techniques, and new technology that support transit planning activities.

    C. Discuss ongoing and transit-related enhancements as they are advanced by NYSDOT.

Available Resources

- National Transit Database: Developed and maintained by FTA, the National Transit Database, or NTD, provides essential multi-year information for time-series comparisons of transit agencies' assets (e.g., vehicles, facilities, etc.), operations (e.g., passenger miles traveled, unlinked passenger trips, etc.), finances (e.g., capital costs, operating costs, etc.), and safety event reports. NTD products include (but are not limited to) transit provider profiles, national summaries and trends, time series data going back to 1991, and monthly ridership data.

- ESRI Transit Network Analysis Tools: These are proprietary GIS tools that allow for various transit analyses to be conducted using ArcMap and ArcGIS Pro. These include the Calculate Travel Time Statistics, Calculate Accessibility Matrix, Prepare Time Lapse Polygons, and Create Percent Access Polygons tools. ESRI also produces the

BetterBusBuffers tool, which allows for the quantitative analysis and mapping of the frequency of public transit across a service area.

- [Conveyal](#): This proprietary platform allows for accessibility analyses based on various transportation network and land use scenarios. The platform is a suite of integrated components that include building scenarios, evaluating and comparing access based on these scenarios, and a secure, online collaboration for sharing and discussing results of the evaluations and comparisons.

- [NACTO Transit Street Design Guide](#): This design guidance includes examples of how to incorporate and promote transit via on street facilities, stations and stops, intersections, and system strategies based on research, evaluation, and case studies of the effects of several types of guidance on transit in North American cities.

- [Replica](#): Replica is an enterprise data platform that delivers critical insights about the built environment - across people, mobility, economic activity, and land use. Replica offers three tools in their platform including trends (nationwide model with census-tract level fidelity), places (high-fidelity activity-based travel model), and scenario (forecasting and scenario analysis built on places data). Currently, through NYMTC's UPWP funding to MTA, all NY MPOs have access to Replica. The platform currently includes two transit focused metrics.

TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS WORKING GROUP

Goals

1. <u>Knowledge Transfer</u>: Provide a venue for transferring TSMO knowledge, experiences, and best practices among members and partners.

2. <u>Policy Coordination</u>: Provide commentary on New York State and federal TSMO and congestion management-related policies, initiatives, and legislation to NYSAMPO.

3. <u>Coordinate Planning Initiatives for Emerging TSMO Issues</u>: Facilitate a uniform planning approach to emerging issues in the TSMO field among MPOs by coordinating TSMO-related initiatives across member agencies.

4. <u>Metropolitan Transportation Plans</u>: Support New York State MPO efforts to integrate TSMO-supportive commentary and recommendations into their metropolitan transportation plans (MTPs).

5. <u>Congestion Management Process</u>: Support MPO efforts to integrate TSMO-oriented congestion management strategies into their Congestion Management Process (CMP), including the use of performance measures to monitor congestion and inform those strategies.

Tasks

1. <u>Knowledge Transfer</u>

   A. Conduct web meetings at least four times per year with presentations by subject matter experts.

   B. Distribute pertinent information (e.g., TSMO-related publications, websites, training opportunities, etc.) to members via e-mail.

   C. Work with member agencies and other Working Groups to host training sessions for MPO staff and other stakeholders on technical topics related to TSMO programs and activities, including development and dissemination of associated training materials.

2. <u>TSMO Policy Coordination</u>

   A. Prepare comment letters on the anticipated impacts of New York State and federal TSMO and congestion management-related proposed rules and legislation for consideration by NYSAMPO as needed.

   B. In coordination with other Working Groups, advance recommendations in the NYSDOT Transportation Systems Management and Operations Strategic Plan.

3. Coordinate Planning Initiatives for Emerging TSMO Issues

    A. Promote a common approach to emerging issues where feasible and practical, and support MPO member agency actions to implement TSMO-related programs and projects, especially those of statewide and/or inter-regional significance.

    B. In coordination with other Working Groups, identify emerging issues in the TSMO field that are of broad interest and significance across New York State. Topics of interest include, but are not limited to, the use of Carbon Reduction Program funds for TSMO projects; the role of TSMO in reducing crash rates; Traffic Incident Management approaches; and regional ITS architecture development.

    C. In coordination with other Working Groups, convene roundtables of MPO staff and subject matter experts to discuss how MPOs can best prepare for these emerging issues.

    D. Prepare and disseminate fact sheets and supporting materials outlining how MPOs can prepare for emerging issues.

4. Metropolitan Transportation Plans

    A. Support member MPO efforts to integrate TSMO-supportive commentary and recommendations into their MTPs including, but not limited to:

        i.   Importance of interagency and multi-jurisdictional coordination and collaboration;

        ii. Identification of desired future capabilities that regional TSMO partners want to develop and the associated ITS field instrumentation deployments needed to support those capabilities; and

        iii. Impacts of recent trends and emerging technologies.

    B. Provide TSMO resources for member agencies to use when revising/updating their MTPs.

    C. Produce a fact sheet listing key TSMO-supportive concepts for MPOs to consider integrating into their MTPs.

5. Congestion Management Process

    A. Identify congestion management related TSMO resources for MPOs to reference when revising/updating their CMPs.

    B. Produce a fact sheet discussing key TSMO-oriented congestion management strategies for MPOs to consider integrating into their CMPs.

    C. Collaborate with other Working Groups and MPO member agencies in support of efforts to integrate vehicle probe data-based analytics into CMPs.

PUBLIC ENGAGEMENT WORKING GROUP

Goals

1. <u>Provide a forum for sharing best practices</u> among the MPOs and with New York State, federal, and other planning partners regarding public engagement.

2. <u>Engage with partners and stakeholders,</u> including other NYSAMPO Working Groups to stay informed about public engagement topics and collaboration.

3. <u>Produce technical guidance and resources</u> about public engagement for MPO staff.

4. <u>Provide training on best practices</u> related to public engagement, storytelling, plain language, managing media, equitable and inclusive conversations and practices, social media, professional resources, techniques, and tools, etc.

Tasks

1. <u>Provide a Forum for Sharing Best Practices</u>

   A. Hold bimonthly meetings via videoconference to share best practices, tools, and exchange ideas. Consider one in-person gathering per year. Share updates about state and federal guidance and regulations especially related to conducting public outreach to produce core work products.

2. <u>Engage with Partners and Stakeholders</u>

   A. Collaborate with NYSAMPO Working Groups and seek opportunities to exchange knowledge and expertise.

3. <u>Produce Technical Guidance and Resources</u>

   A. Maintain digital references files using shared file systems that lists various tools, equipment, digital and online platforms to conduct and track public outreach activities, and other best practices. Regularly post relevant resources to the external Public Engagement Working Group page on the NYSAMPO website.

4. <u>Training</u>

   A. Provide training on key concepts and techniques for public engagement, including tools to engage with traditionally underrepresented groups.

Available Resources

- The [USDOT Public Involvement webpage](#) provides information about meaningful public involvement and a guide developed by USDOT entitle Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.

- [FHWA Virtual Public Involvement webpage](#) discusses virtual public involvement and provides resources and toolkits.

- [FTA Public Involvement webpage](#) hosts relevant resources including a Promising Practices guide.

- [AMPO Core Products Interest Group](#) has links to resources, meetings, and webinars regarding public engagement and equity.