

METROPOLITAN MOBILITY NETWORK

REVISED STATEMENT OF PURPOSE (as of 6.18.18)

1. The Metropolitan Mobility Network, which was originally created by NYMTC in the late 1990s as an advisory working group to NYMTC’s Program, Finance and Administration Committee, has been re-established by NYMTC after several years of inactivity in conjunction with the Metropolitan Area Planning (MAP) Forum, a consortium of nine metropolitan planning organizations (MPOs) and councils of government (COGs) in the multi-state metropolitan region surrounding New York City.

2. The re-established Network will consist of the staffs and member agency staffs of NYMTC and the MAP Forum member MPOs and COGs that are involved in Transportation System Management and Operations (TSMO).

3. The Network will involve other organizations with involvement or expertise in TSMO on an as needed basis. These organizations may include, but need not be limited to, the following:
 - a. Public agencies who are not members of NYMTC or the MAP Forum member MPOs and COGs,
 - b. Non-profit organizations who are providers of services or information related to TSMO,
 - c. For-profit companies who are providers of services or information related to TSMO, and
 - d. National or local research and/or planning organizations, or advocacy organizations, that have done significant work in TSMO.

4. The Network will advise and inform NYMTC specifically and the MAP Forum MPOs and COGs generally on areas of Transportation System Management and Operations (TSMO) which are relevant to the metropolitan transportation planning process requirements which these organizations must follow. The Network will focus on the following areas of TSMO:
 - a. *Transportation (or Travel) Demand Management (TDM) - providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time, and mode. (FHWA)*
 - b. *Active Transportation (or Travel) Demand Management (ATDM) - using information and technology to dynamically manage demand, which could include redistributing travel to less congested times of day or routes, or reducing overall vehicle trips by influencing a mode choice. (FHWA)*
 - c. *Integrated Corridor Management (ICM) - managing a corridor as a multimodal system and making operational decisions for the benefit of the corridor as a whole. (USDOT)*
 - d. *Intelligent Transportation Systems (ITS) - facilitating a connected, integrated, and automated transportation system that is information-intensive to better serve the interests of users and be responsive to the needs of travelers and system operators. (USDOT)*

- e. *Mobility Management - meeting individual customer needs through a wide range of transportation options and service providers with a focus on coordinating these services and providers in order to achieve a more efficient transportation service delivery system for public policy makers and taxpayers who underwrite the cost of service delivery. (FTA)*
 - f. *Shared Mobility - The ability to conveniently request, track, and pay for trips via mobile devices. (TRB)*
 - g. *Mobility on Demand (MOD) - an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative ITS to allow for a more traveler-centric, transportation system- of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. (USDOT)*
 - h. *Mobility as a Service (MaaS) - the integration of various forms of transport services into a single mobility service accessible on demand. To meet a customer's request, a MaaS operator facilitates a diverse menu of transport options, be they public transport, ride-, car- or bike-sharing, taxi or car rental/lease, or a combination thereof. (MaaS Alliance)*
 - i. *Other areas of TSMO may be periodically included at the discretion of the Network members.*
5. Specifically, the Network will provide the following to NYMTC and to the MAP Forum member organizations:
- a. Advice on coordination and targeting of activities, programs and projects related to the TSMO focus areas throughout the multi-state metropolitan region, using required products of the metropolitan transportation planning process such as regional transportation plans and Congestion Management Process reports;
 - b. Research on programmatic, policy and technological applications related to the TSMO focus areas within the multi-state metropolitan region, within the country, and internationally, where feasible;
 - c. Research on trends and future development potentials related to the TSMO focus areas within the multi-state metropolitan region, within the country, and internationally, where feasible;
 - d. Advice on specific studies, projects, programs and strategies related to the TSMO focus areas for inclusion in regional transportation plans, Transportation Improvement Programs and planning work programs; and
 - e. A collaborative forum for the discussion and development of the TSMO focus areas.