NEW YORK STATE ASSOCIATION OF MPOs
MODELING WORKING GROUP
March 30, 2018
Conference Call
9:30 AM – 11:00 AM

MEETING NOTES

Participating
- Chris O'Neill, CDTC
- Ali Afshar, NYMTC
- Ananya Baruah, CS
- Chris Bauer, CDTC
- Lauren Burns, OCTC
- Michael Chiume, NYMTC
- Jim Davis, NYSDOT
- Mark Debald, PDCTC
- Rich Denbow, CS
- Jason Deshaies, SMTC
- Emily Dozier, DCTC
- Mark Grainer, NYSDOT
- Nathan Harp, NYSDOT
- Erik Krans, AVAIL
- Catherine Lawson, AVAIL
- Alex Muro, AVAIL
- Alan Warde, NYSDOT

1. **Introductions**

   Eric Krans (AVAIL) opened the meeting and welcomed participants. Working Group members introduced themselves.

2. **Tool Updates**

   The AVAIL team continues to work on the NPMRDS Congestion and Reliability Performance Analytics tool. They are updating functionality for the PM3 performance measures rule (System Performance/Freight/CMAQ). Statewide targets for these measures are due on or before May 20, 2018. Part of this work involves setting CMAQ targets in the urbanized area that falls within the NYMTC and NJTPA planning areas. The team is doing checks to make sure they are using current TMCs and related information.

   One issue with the PM3 measures is that the tool uses NPMRDS version 2 data to calculate reliability and delay for February 2017 and later, and NPMRDS version 1 for periods before February 2017. NPMRDS version 1 is based on HERE data and version 2 is based on INRIX. Thus, reliability and delay information for time periods before February 2017 is different than for February 2017 and later, so it is not possible to look at long term trends using consistent data.

NYSDOT hasn't fully decided what target setting approach to use yet. For now they are looking at the trendline data to determine possible ranges for statewide two and four year reliability and delay targets. Due to the different datasets before and after February 2017, we don't have a historical data to look at longer term trends. However, once we set two and four year targets, we'll have the opportunity after two years to adjust the four year targets. By that time, we'll have consistent trend data for a longer time period. In the meantime, FHWA will soon provide data for January 2017 so reliability trends for the full 2017 calendar year can be analyzed.

For views, the team will add travel time index and planning time index. They will also add information for the bottleneck tool. The bottleneck tool can be useful for developing a freight plan. It will allow sorting by TMC segments to identify where bottlenecks occur.

3. Congestion Management Plan Discussion

The WG discussed use of the tool for developing congestion management plans. The Mid-Hudson Valley area is looking at their lowest performing roads. We can use the Travel Time Index to show areas that slow down during peak travel. We can also look at reliability, peak hour excessive delay, and other metrics to assess different aspects of congestion. The bottleneck view provides a macro-level tool and the route view provides a micro-level view.

4. Tool Development Schedule

The team has implemented some of the network level tools discussed in previous WG meetings. Network creation has been updated. Users can now select a network instead of a route. They will continue to work on LRS conflation.

5. Data Needs Discussion

Mark Grainer discussed National Household Travel Survey (NHTS) data. NYSDOT will receive almost 1500 full travel day samples for the state. They purchased an add-on. Data will be available by MPO area. If anyone wants access to add-on data they can contact Mark.

Chris said that one of the topic areas for WG discussion is the use of passive data for planning purposes and existing practices for incorporating it into modeling, especially for smaller MPOs. Cambridge Systematics has offered to give a presentation at a future WG meeting. University of Albany previously developed a related report for NYMTC; at the time the report was done there wasn't a lot of research, but the report may provide good background information on the topic.

The WG is interested in the joint purchase of additional travel data. It would be helpful to have complete coverage across the state, and to know what the costs would be. The AVAIL team will look into the cost for one region to get an idea of total cost.

6. Next Meeting

The next meeting is scheduled for April 27, 2018.