



NEW YORK STATE ASSOCIATION OF MPOs MODELING WORKING GROUP

**January 26, 2018
Conference Call
9:30 AM – 11:00 AM**

MEETING NOTES

Participating

- Chris O'Neill, CDTC
- Mike Alexander SMTC
- Chris Bauer, CDTC
- Gerry Bogacz, NYMTC
- Fred Budde, OCTC
- Lauren Burns, OCTC
- Angel Canales, NYSDOT
- Mark Debal, PDCTC
- Rich Denbow, CS
- Jason Deshaies, SMTC
- Nathan Harp, NYSDOT
- Jan Kahn, NYMTC
- Erik Krans, AVAIL
- Catherine Lawson, AVAIL
- Alex Muro, AVAIL
- Abdus Salam, NYMTC
- David Staas, UCTC
- Dylan Tuttle, PDCTC
- Yun Hai Zhang, NYMTC

1. Introductions

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

2. Modeling Working Group Work Program

Chris O'Neill gave an update on the Modeling WG work program for 2018 – 2019. At the previous WG meeting, Chris asked members for input for this year's work program. Chris incorporated comments regarding the National Household Travel Survey (NHTS) and travel demand management, including looking at how increases in ride sharing and bike sharing effect travel patterns and how to incorporate those changes into modeling and forecasting. Chris sent a revised work program to the WG for additional comment and then submitted it to the MPO directors for their review and comment.

3. Tool Updates

The AVAIL team provided an update on recent changes to the NPMRDS Congestion and Reliability Performance Analytics tool. They have moved the INRIX site from development to production and are now using INRIX data for analysis related to performance measures. HERE data is still available if needed.¹ The team synced existing routes created with past data. Any routes created now will be different, as there is no historical INRIX data.

The team had some technical issues with the new API and firewalls that prevented loading of measures, but have addressed these. In the INRIX version, creating complex corridors can cause some issues. It is best to make discrete routes rather than complex routes because this will result in shape files with a smaller file size.

Full data for the Annual Hours of Peak Hour Excessive Delay (PHED) measure is now available for the NY-NJ-CT urbanized area (UZA), of which NYMTC is a part of. CT does not have any NHS segments in the UZA, so the calculations involve data only from the NY and NJ portions of the UZA. The tool can provide data separately for both states. The per capita calculation is also available by state. For this measure, the FHWA modified UZA is used for TMCs, but the Census-defined UZA border is used for population.

The PHED calculation uses average vehicle occupancy (AVO) for cars, trucks, and buses. The initial calculations use a placeholder AVO of 1.5 for all vehicles. The team has not yet split the occupancy rate by vehicle type. TTI uses an occupancy rate of 1.67.

The team will create a visual display of the data used for each step in calculation of the measure. This will provide a quality control check on the calculation as well as help explain the data and results. A member of the WG suggested that the team sum and provide excessive delay before the AVO is applied. This value will help with comparison with other areas and other data sources and as a check on these calculations.

The team added a new quick start guide and is creating a bottlenecks guide. There are two new staff on the team who are focusing on QC for the tool.

The team wants to continue to have conversations with users of the tool to get feedback and make improvements. A WG member asked if there will be another opportunity to do one-on-one in-person training. Chris O'Neill said the work program includes this type of interaction.

4. Target Setting

NYS DOT reported that they held a briefing this week to walk through the basics of target setting and review data. One of the issues they are facing is how to identify trends when there is only data from recent time periods. Gerry Bogacz asked about using TRANSCOM data. Jim Davis reported that that data is based on HERE as well. NYS DOT is also having a discussion about setting targets that show declining performance versus improvement. There is an opportunity to adjust four-year targets at the two-year point in the performance period.

¹ Here data will be available at <http://here.npmrds.availabs.org>

5. Next Meeting

The team will continue to work on query tools, network tools, and QC editing tools.

The next meeting is scheduled for February 23, 2018.