



**NEW YORK STATE ASSOCIATION OF MPOs
MODELING WORKING GROUP
June 19, 2019**

**In-person Meeting
10:00 AM – 3:00 PM**

MEETING NOTES

Participating

- Chris O'Neill, CDTC (Chair)
- Chris Bauer, CDTC
- Audrey Burneson, NYSDOT
- Lauren Burns, OCTC
- Michael Chiume, NYMTC
- Shannon Clarke, AVAIL
- Zack Coleman, OCTC
- Mark Debald, DCTC
- Rich Denbow, CS
- Jason Deshaies, SMTC
- Emily Dozier, DCTC
- Mark Grainer, NYSDOT
- Eric Krans, AVAIL
- Catherine Lawson, AVAIL
- Alex Muro, AVAIL
- Munnesh Patel, NYMTC
- John Sterbentz, BMTS
- Courtney Taylor, ECTC
- Chris Tortora, GTC
- Dylan Tuttle, DCTC

1. Introduction

The AVAIL team opened the meeting and welcomed participants. Working Group members introduced themselves.

2. NPMRDS Tool Features Review

- The participants reviewed several features of the tool.
- There are currently some issues with bottlenecks, which the team is working on.
- Also, for some TMCs, freeflow speeds are lower than posted speeds.
- The group discussed approaches to incorporate various measures of hours of delay within the tool.
- The team is working on adding PHED per mile for a TMC. Expressing the PHED measure this way will help when comparing this measure across TMCs, which have different lengths.

- For each TMC, the tool can report travel time index and percent of bins reporting.
- The group continued to discuss data completion issues and how this may effect confidence in the PM3 measure results.
- The participants reviewed route creation in detail. The team walked through the available functionality for creating a custom route. There are several things the user can look at, for example, delay on a route during and after a construction period.
- The team created a visualization for a road diet project that showed hours of delay for a single day.
- The team will continue to work on incidents functionality.

3. Afternoon Session

CTPP

- Dr. Larson led a discussion of the Census Transportation Planning Program (CTPP), including opportunities CTPP data and tools provide to planners.
- The CTPP is funded by state DOTs and managed through AASHTO. It produces tabulations of American Community Survey (ACS) Census data that are used for transportation planning. CTPP also conducts research and provides training and technical assistance to planners.
- CTPP updated its website (<https://ctpp.transportation.org/>), including the addition of new mapping tools. Dr. Larson provided an overview of the updated website and discussed some of the available tools.
- She also discussed *NCHRP 08-123, Census Transportation Data Field Guide for Transportation Applications*. This research will develop a field guide on how to best use Census data to address transportation issues.

LATCH

- Dr. Larson also discussed the Local Area Transportation Characteristics for Households (LATCH) dataset.
- LATCH data is derived from the NHTS using transferability techniques and comes out about every five years.
- LATCH data provides nationwide tract level estimates, and includes ACS supplements.
- The dataset is available at <https://www.bts.gov/latch/latch-data>.

NHTS Data and NYSDOT Data

- Mark Grainer discussed some of the data NYSDOT uses.
- Transearch databases provide a wealth of goods movement information. County to county good movement is available by goods type. The data is used to track and anticipate freight flow, understand transportation demand by commodity, location, and mode, and prioritize freight-related investments.
- Mark also discussed Infogroup data. NYSDOT has access to 2019 data. It includes geocoded business location, number of employees, estimated sales, and industry classification. The data help inform truck movements for the state freight plan, lead to better understanding of the importance of corridors, and help simulate traffic volumes.

- Mark also discussed General Transit Feed Specification (GTFS) data. NYSDOT is collaborating with transit providers in the statewide collection and publication of the GTFS data feed.
- Mark reported that the NHTS add-on data will contain about 15,000 samples. NYSDOT is close to having a contract in place to acquire the data.
- Mark discussed IHS Markit data, which provides historic and forecasted cost indices for New York highway and rail construction on a semi-annual basis, and population and business sector forecasts for New York and the U.S., forecasted to county level.

Long-Range Plans and Scenario Planning

- Chris Bauer and Chris O'Neill discussed tools and approaches for using scenarios analysis during development of long-range transportation plans.
- They discussed the VisionEval Rapid Policy Assessment Tool (VERPAT), which is being used at CDTC to evaluate greenhouse gas (GHG) impacts of transportation policy decisions. Chris Bauer discussed the inputs to the software tool, the policies that can be tested, and the outputs.
- Chris O'Neill discussed the long-range plan scenarios that were tested with the VERPAT model. The scenarios were developed to help meet New York's Energy Plan goals for GHG emission reduction and renewable energy use. VERPAT indicates that promoting electric vehicles (EVs) is the most important strategy in the CDTC area for reducing GHGs. Because population growth is slow in the CDTC region, development patterns have less impact on GHG emissions. Encouraging smart growth and good land use planning, congestion management, complete streets, and TDM have other benefits for the region, which Chris discussed.
- Chris showed model results for different CDTC scenarios, which include trend growth, sprawl development, urban development, optimistic and pessimistic EV use, and urban development with pricing support. He also discussed the four scenarios that will be used in the LRTP, and possible strategies to promote and support EV adoption.

4. Next Meeting

The next MWG meeting is scheduled for June 28, 2019.