

**NYSAMPO/NYS DOT - Modeling Working Group
Conference Call Notes
July 25, 2013, 10:00 AM to 12:00 PM**

ATTENDEES

Name	Organization
John Sterbentz	BMTS
Chris O'Neill	CDTC
Sreekumar Nampoothiri	CDTC
Chris Tortora	GTC
Jody Binnix	GTC
Matthew Grabau	GBNRTC
Larisa Morozovskaya	NYMTC
Ali Afshar	NYMTC
Munesh Patel	NYMTC
Sangeeta Bhowmick	NYMTC
Jorge Argote	NYMTC
Mohammad Rashid	NYMTC
Mike Chiume	NYMTC
Abdus Salam	NYMTC
Emily Dozier	PDCTC
Jason Deshaies	SMTC
Michele Bager	NYS DOT
Nathen Harp	NYS DOT
Colin Smith	RSG (NYSAMPO Support)

CONFERENCE CALL NOTES

A. Introductions

B. NYSDOT Data Sets, based on memo from Lou Adams—follow-up from April 26

1. IHS Global Insight.

Nathen Harp said that forecast data has been provided to MPOs. NYSDOT is now considering renewing the contract with IHS, and invited input from MPOs on what their needs are.

2. REMI has asked to demo their Metro_PI tool sometime for the modeling group. It is basically tract-level/municipal level economic/demographic level forecasting data. Is there interest in this?

John Sterbentz explained that REMI demoed the tool for BMTS. The working group discussed similarities between REMI and IHS Global Insights data. NYSDOT has decided to continue with IHS (see item above). CDTC prefers to do sub-allocation themselves based on local knowledge so would not

necessarily have a need for these data. Consensus of the working group was not to pursue a demo yet.

3. 2009 National Household Travel Survey

Angel Canales (NYSDOT) was not able to attend the meeting to report on the status of the work with Oak Ridge National Laboratory to prepare MPO specific tables. Nathen will work with Angel to prepare a presentation at the September meeting about progress on this task.

Nathen Harp said that there has been a meeting with FHWA on the NHTS, which covered forthcoming data products and changes to future NHTS surveys. NYSDOT is still planning to participate in the next NHTS with a purchased add-on.

4. Transearch Freight Flow Data

Sree Nampoothiri obtained information on Transearch from Nathen Harp. The data describe commodity flow origins and destinations. NYSDOT currently has county to county data for 2004 (the base product), but IHS can provide the data at a ZIP code level. Data includes modes, distances, and also origins and destinations at the province level for Canada and Mexico. The data seem useful for freight analysis and as the basis for a commodity based freight model.

Nathen Harp said that he could develop algorithms to disaggregate to a finer level of detail. This would be a good topic for presentation at the next meeting. Consensus of the working group was to put this on the agenda. The data are available to MPOs with a confidentiality agreement. BMTS used the data for a freight study.

5. Geocoded business establishment data. NYSDOT- envisions a webinar and job instruction to demonstrate proper use of the new business point file directly in ESRI products without the need for the BLAT extension.

There was interest from the working group in discussing this at the next meeting. NYMTC has used the old data as a basis for developing the sampling for an establishment survey and is getting ready to repeat this. Nathen Harp explained that users have found some issues with the data in the latest products, e.g. gross errors such as entirely missing large businesses.

6. Data from 2010 Census Summary File 1

(No discussion)

7. [American Community Survey](#)

(No discussion)

C. TMC and Probe Data

1. FHWA contract with NAVTEQ awarded June 21 to provide probe data to States and MPOs .

Chris O'Neill is interested in finding out when would the data be available. It is being collected by FHWA office of operations. Chris understands that there was a national bidding process and NAVTEQ won. This doesn't necessarily mean that MPOs have to use NAVTEQ data but it appears that they might be able to obtain NAVTEQ data from FHWA.

2. John Bassett: NYSDOT purchasing iPeMS by ITERIS
<http://www.iteris.com/products/software/iterispems-ipems> **"iPeMS is a traffic data collection, processing and analysis tool to assist traffic engineers in assessing the performance of the freeway system."**

John Bassett will give a presentation on this topic at the September meeting.

3. GTC and NYMTC experience with INRIX

Jody Binnix explained that GTC has previously used the floating car method, but that was limited in the amount of data that could be collected. INRIX, TomTom and MS2 (using NAVTEQ data) all responded to an RFQ, and GTC selected INRIX. They access the real time probe data via an online dashboard. GTC purchased one year of historical data (2012) and also 2013. They got access for member agencies and so far the transit agency in Rochester has used it. They are currently using it to analyze the impact of a large accident on I-590, which closed the highway. They are looking at INRIX data to see the affect and comparing it with model run with that roadway closed. There is an overwhelming quantity of data but the analytic suite allows data to be extracted and summarized. Using the data is somewhat labor intensive – the tools work well at a corridor level, but there isn't the ability to do system level analyses easily. Data are available for all principal arterials or above plus a few minor arterials for the 9 county planning region. The data cost \$69,000.

The working group discussed several question to consider: will NYSDOT buy data for state? Should MPOs pool resources and buy the data? Several MPOs

thought that this is worthy of consideration, and the working group asked if Jody would provide a demonstration in September.

4. Frank Casillo of IBM Smart City and Lev Wood of MS2

Representatives of IBM Smart City and MS2 both approached Chris and asked about interest in a presentation on their products. The working group suggested not putting them on the agenda for the September meeting, but this might be appropriate if the idea of MPOs pooling resources progresses.

D. MOVES issues and needs

Chris Tortora is going to talk about GTC's work on MOVES at the September meeting. While the bulk of the inputs to MOVES are going to come from NYSDOT, three need local data. One is VMT by vehicle type (and even that is scaled using NYSDOT data). For the speed distribution input, GTC has developed a post processor to take model output and prepare it for MOVES.

Sangeeta Bhowmick said that NYMTC are in the middle of public comment for their first MOVES conformity run. They can present on NYMTC's post processor at the September meeting too. NYSDOT is also working on developing some inputs to MOVES, and Nathen Harp offered to present on that at the next meeting.

E. Complete Streets memo from Steve Gayle

(No comments from the committee)

F. Other Modeling Issues

NYMTC expressed interest in learning more about the New York statewide model. Nathen Harp provided the contact: David Chan at NYSDOT, dchan@dot.ny.gov

Emily Dozier asked if there was any update on performance measures from MAP 21, and using the model to calculate them. Michelle Bager said that NYSDOT is working with AASHTO and AMPO on this. The working group was particularly interested in asset condition data such as bridge conditions; Michelle will arrange for a presentation on this at the September meeting. Ideas for potential congestion performance measures can also be discussed.

G. Planning for the Next Modeling Working Group Meeting September 13 in Albany

Chris O'Neill asked working group members to think about the September meeting and let him know if they had interesting projects that would be good for presenting at the meeting or if they had any modeling questions that would like answering.

Conference call notes prepared by Colin Smith (RSG)