NEW YORK STATE ASSOCIATION OF MPOs
MODELING WORKING GROUP
December 1, 2017
Conference Call
9:30 AM – 11:00 AM

MEETING NOTES

Participating

- Chris O'Neill, CDTC
- Chris Bauer, CDTC
- Michael Chiume, NYMTC
- Mark Debald, PDCTC
- Rich Denbow, CS
- Jason Deshaies, SMTC
- Angelina Foster, NYMTC
- Nathan Harp, NYSDOT
- Erik Krans, AVAIL
- Catherine Lawson, AVAIL
- Alex Muro, AVAIL
- Abdus Salam, NYMTC
- Alan Warde, NYSDOT

1. **Introductions**

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

2. **Tool Updates**

   The AVAIL Team is getting closer to having working reliability (PM3) measures in the NPMRDS Congestion and Reliability Performance Analytics tool. The team demonstrated functionality for showing the Federal reliability measures. The updates are not yet live but will be available soon.

   The team showed recent work on bottleneck analysis and results for various levels of AADT using the ATRI measure by epoch. They are working on a view that will show the impact of a bottleneck on the system by looking at effects on TCMs that are upstream and downstream from the bottleneck location.

   Chris O'Neill commented that with the Federal reliability measures you can experience the same bottleneck every day and the segment will still be "reliable." It is important to know how many people are effected by a particular bottleneck. For example, Washington State analyzes their bottlenecks to identify the links that are reliable and not reliable and the times of day this tends to occur, and provides that information to drivers.

The team will continue to work on the PM3 measures. For the Annual Hours of Peak Hour Excessive Delay per capita measure (PHED), data is now available in the tool to report by vehicle. The team will convert that to a per capita value, as required by the PM3 final rule. The PHED measure applies only to the NY-NJ-CT urbanized area (UZA) at this time. The team will report the NY portion of the UZA first, then expand to the entire UZA. They currently have NJ data loaded in the database but have to work out some issues before they do the calculations.

The team discussed work that is underway on route comparison functionality. The tool usually compares a route with itself at different timeframes. The work should be completed by the next month.

3. Targets

Chris O'Neill asked NYSDOT if they are able to share the process they are following to set statewide targets for the safety (PM2) and PM3 measures. NYSDOT responded that they do not have a definitive process yet, but they are working on it. They are trying to keep the approach as simple as possible. The performance metrics are new and not yet fully understood so NYSDOT is considering setting initial statewide targets based on trends. For the initial four year performance period, they will focus on understanding the metrics and on the reporting process. Chris said MPOs have 180 days after the state sets targets to either set MPO-specific targets or agree to support the state's targets, and they would like to have input into NYSDOT's target setting process. The Modeling WG can serve as technical analysts for the target setting process. The MPO directors will make a decision to either set MPO targets or support the statewide targets. The WG can focus on having a schedule and a plan when they talk to the directors.

4. Next Meeting

The next meeting is scheduled for January 5, 2018.