



**NEW YORK STATE ASSOCIATION OF MPOs  
MODELING WORKING GROUP  
July 26, 2019**

**Conference Call  
9:30 AM – 10:30 AM**

**MEETING NOTES**

**Participating**

- Chris O’Neill, CDTC (Chair)
- Chris Bauer, CDTC
- Lauren Burns, OCTC
- Mark Debal, DCTC
- Rich Denbow, CS
- Jason Deshaies, SMTc
- Mark Grainer, NYSDOT
- Eric Krans, AVAIL
- Catherine Lawson, AVAIL
- Alex Muro, AVAIL
- Munnesh Patel, NYMTC
- David Staas, UCTC
- John Sterbentz, BMTS
- Courtney Taylor, ECTC
- Dylan Tuttle, DCTC
- Alan Warde, NYSDOT
- Yun Hai Zhang, NYMTC

**1. Introductions**

Alex Muro (AVAIL) opened the meeting and welcomed the participants.

**2. NPMRDS Tools – On Dev**

The AVAIL team updated the WG on the latest tools developments.

- Since the previous WG meeting, dev and production have been switched over to use the expanded coverage data. The expanded data has not yet been joined to MPO boundaries, so performance measures are not available for the MPOs yet. The team will work on this next.
- The macro tool will save the information the user has selected. Right now, the team recommends selecting expanded data by county. You can select and download multiple counties.
- There was a question about filling in gaps in TMCs. The NPMRDS vendor does not have any control over TMCs. The geographies used by the various providers (INRIX, HERE,

TomTom, etc.), differ. There are also slight differences in the shape files. The AVAIL team can run a report that will show the extent of the differences.

- The team reviewed metadata files that provide definitions and list acronyms.
- The team discussed data quality and filtering for bottlenecks. Bottlenecks almost always come in a row. There may be a way to combine adjacent bottlenecks in the tool. NYSDOT took this approach when developing the state freight plan.
- Users can switch base maps and look at a satellite view.
- Data is now loaded through May 2019.
- The team is looking into approaches to report experiential travel time. This will be useful for congestion management planning.
- Chris stated that it would be helpful to have subfiles of routes.
- Conflation is still not ready, but it will be ready soon. This will help with routing analysis.
- Going forward, the team will continue to work on conflation and looking at ways to account for signals. They will add MPO calculations back in.
- The team is looking closer at congestion thresholds. It may not be appropriate to have a single threshold for congestion that applies to all areas in the state. For example, the threshold value in NYC may be different than in another area.

### **3. Wrap-up and Next Meeting**

The next MWG meeting will take place on September 6, 2019.