



## Transportation Forecasting Model Technical Advisory Committee (TFMTAC) Meeting

### **Tulare County Association of Governments**

210 N. Church St., Suite B  
Visalia, CA 93291  
Sequoia Conference Room

**Tuesday, March 8, 2016 2:00 PM**

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### **AGENDA ITEMS**

1. Welcome & Introductions
2. Public Comments  
*This portion of the meeting is reserved for person wishing to address the TCAG TFMTAC Advisory Committee on items within its purview but not on this agenda. Unscheduled comments are limited to 3 minutes. Note: Prior to the action by the Committee on any item on this agenda, the public may comment on that item.*
3. Approval of Meeting Minutes of September 22, 2015 **(Pages 1-4)**
4. Sample Development Model Run
5. Long Range Transit Plan – Modeling Results
6. SB 743 – CEQA Analysis VMT vs LOS
7. FTM Routes – Draft Performance Measure Methodology
8. CA Statewide Model (CSTDM)
9. TFMTAC Member Q/A Discussion
10. Committee Meeting Schedule
11. Adjourn

## Transportation Forecasting Model Technical Advisory Committee (TFMTAC)

Dean Uota, City of Dinuba	Member
Lisa Wallis-Dutra, City of Farmersville	Member
Nick Mascia, City of Visalia	Member
David Berggren, Caltrans District 06	Member
Roberto Brady, TCAG	Staff
Mark Hays, TCAG	Staff
Derek Winning, TCAG	Staff

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**ITEM: 3**  
Tulare County Association of Governments (TCAG)  
Transportation Forecasting Model Technical Advisory Committee  
September 22, 2015

Dean Uota, City of Dinuba	Member	A
Lisa Wallis-Dutra, City of Farmersville (Chair)	Member	P
Nick Mascia, City of Visalia (Vice-Chair)	Member	P
David Berggren, Caltrans District 06	Member	P
Roberto Brady, TCAG	Staff	P
Mark Hays, TCAG	Staff	P
Derek Winning, TCAG	Staff	P

P=Present A=Absent

**Other:** Mike Reed, City of Porterville

**TCAG Staff:** Doreen Alvez, Benjamin Kimball, Ted Smalley

## Summary Meeting Minutes

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### 1. Welcome & Introductions

The Transportation Forecasting Model Technical Advisory Committee (TFMTAC) was opened by Lisa Wallis-Dutra at 2:09 p.m.

### 2. Public Comments

Public Comments opened/closed at 2:10 p.m. No comments received.

### 3. Action: Approval of Minutes-Meeting for May 28, 2015

Member Berggren highlighted a clerical error to his name and requested clarification of meeting minutes for 'Travel Demand Model', the review of 'Air Quality SCS for Modeling' and 'transit off model' and whether it would be incorporated into the model.

Mr. Brady clarified the SCS would be heard at the ARB Board in October.

Mr. Winning discussed the transit model was a quick response tool that was an off model transit tool that works in conjunction with the travel demand model. Mr. Winning discussed the new mode choice upgrade, the travel demand model network and the input parameters adjustments and calibration for the TCAG transit system. Mr. Winning highlighted the quick response tool that allows for transit modeling to take place outside of the travel demand model and the calculation parameters enhancements for calculating on/off buttons, station adjustments, metered fare systems, etc. which is not available in the travel demand model.

Member Wallis-Dutra stated meeting minutes would be amended to correct Member Berggren's name.

Upon Motion by Member Berggren, and seconded by Member Mascia, the Transportation Forecasting Model Technical Advisory Committee (TFMTAC) unanimously approved the May 28, 2015 Meeting Minutes as amended.

#### **4. Model Request Form**

Mr. Hays provided an overview of the Model Request Form, stated it was available on the TCAG website and provided instructions for how it can be located on the website using the search feature.

TCAG staff added the Model Request Form link was also located on the modeling webpage.

Mr. Hays requested that the Model Request Form should be filled out thoroughly and did a step-by-step overview of each field in the form and asked if the committee had questions.

Mr. Winning added if the committee could include a site map or supplement documentation so the TCAG modeling department could assist where needed. Mr. Winning stated the modeling department would call if clarification was needed. Mr. Winning stated all model runs were different and the editing of networks, zones and trying to determine land use based on ITE trips required the need for as much information as possible and the modeling department would follow up during the consultation process and with collaboration through the project.

Member Berggren asked if years were considered during the model run.

Mr. Hays stated he would consider adding years to the Model Request Form.

Mr. Brady commented because each model run is different and while the agencies and Caltrans know what TCAG may need, a new engineer submitting the Model Request Form may not and asked if the committee had any ideas for improving the form from their perspective would be appreciated.

Mr. Smalley recommended adding a disclaimer on the front of the form that reads: “*that all information is subject to public information requests*” and “*any information submitted over the results of our model may be reviewed by this committee.*” Mr. Smalley stated TCAG does not do private runs, that if a run had an inconsistency TCAG wants the right to call the respective city for where the model run is being reflected and stated TCAG does not get in the middle of model run issues between private firms and partnering agencies.

Member Berggren requested that an agenda item should include current runs being done by TCAG so people would know.

Committee members discussed what TCAG charges for model runs.

Mr. Smalley discussed that private companies are charged if not associated with a member agency, member agencies are already charged through their membership dues and stated member agencies cannot submit requests on behalf of private companies/developers to avoid being charged.

#### **5. Sample Development Model Run**

Mr. Winning provided handouts and a sample model run. Mr. Winning stated the sample model run was not intended to be published anywhere or for anyone to use. Mr. Winning provided an overview of the sample model run, discussed the thought processes of a modeler, the tools needed to do the model run and outputs available. Mr. Winning stated the first thing needed was a site plan as this helps in locating access points so centroid connectors and/or split zones if necessary, need to be adjusted, and to provide a location of the building. Mr. Winning stated if a

site plan is not included in the submittal for a model run the modeling department will ask for one. Mr. Winning discussed a handout with the description of the project and the ITE trip generation rates. Mr. Winning stated the traffic demand model is independent; it doesn't match so the data keyed requires an override to the model which is found in the select zone. Mr. Winning discussed how inputting land use is done so that the model will produce a travel pattern based on its OD matrix and while the actual trip won't match the ITE in the beginning it will develop the travel pattern. Mr. Winning stated the modeler will then go back and do the frataring process with the select zone and it will override that with the actual ITE trips proportioned. Mr. Winning discussed how the model is criticized by modeler for accuracy and provided an example of a model request where a fast food site was provided as 19000 sq. ft. when a normal commercial site is about 3000 ft. Mr. Winning stated the modeler will contact the agency to request clarification and to see if the data is accurate and provided an overview of a conversion table and the challenges of converting employment land use into the model. Mr. Winning stated the model is getting updated this next year and TCAG will have new tools which would be brought to the committee when the new model is available and stated he had not yet figured how to get the model to accept ITE trip distribution.

Committee members discussed the challenges of inputting data and trying to get the proper analysis needed for the model as there are many data inputting area and sub categories, etc.

## **6. 2015 Demographic Profile**

Mr. Winning extended an offer to the committee if they wanted to know more about the methodology used, the details of the model database or visuals in GIS and stated TCAG was attempting to update the 2015 base so the modeling team would know where all the housing units, jobs, and schools are which was a separate task being undertaken. Mr. Winning discussed the differences between RU 1-10 on a handout that reflected types of housing, discussed the sources of data that is gleamed from i.e. US Census, etc. and discussed the term disaggregation.

Mr. Berggren commented that other attributes may want to be brought in such as different geography level like income, number of vehicles, etc.

Mr. Winning stated the consultant, Fehr & Peers, may have sources for what is described and that they usually handle that similar to trip generation rates for these categories. Mr. Winning provided an overview of how GIS is used and discussed the issues with GIS with having inaccuracies and missing data and stated data is gleamed from sources like EDD or Info USA. Mr. Winning stated different methodologies are used when looking at Google Earth but all data gets visualized and double checked. Mr. Winning stated the last part of the project is disaggregation of land use categories and reiterated that TCAG will have a new base year for 2015 and the next project is the preparation of the RTP cycle in 2018 which would be adopted in year 2017.

## **7. 2018 RTP/SCS-Latest Planning Assumptions**

Mr. Winning discussed the concepts and provided the Federal and State Legislative regulations for the latest planning assumptions and the rules of a Metropolitan Planning Agency (MPO). Mr. Winning stated the Federal regulations include the Clean Air Act as part of conformity guidance so EPA issued guidance in 2008. Mr. Winning stated the Federal planning assumptions read *“estimates shall be determined from the recent population, employment, travel, and congestion estimates as determined by MPO”* and stated normally planning assumptions discussions center around what is in the current general plan and what is the latest planning assumptions for the area. Mr. Winning discussed control totals and conformity using the latest version of EMFAC which is an air quality model that the State is required to update the latest planning assumptions and stated State/Local planners use the information which is readily transferable for use in transportation or emissions modeling. Mr. Winning discussed the need to have a cut-off date for the planning cycle before the new version of EMFAC is released which is currently a topic of discussion. Mr. Winning stated the RTP guidelines come from the CTC and it references back to the Clean Air Act and conformity as well and is *“based on most recent planning assumptions considering local general plans and other factors”*, and state CEQA has a cumulative impact analysis requirement. Mr. Winning provided an overview of the differences between the regulations, impacts to the RTP with pipeline projects when addressing impacts to transportation projects and absorption rates. Mr. Winning stated it is the role of the MPO to determine the latest planning assumptions using documented sources and stated TCAG would work with the committee on a policy, identifying cut off times for projects included in the RTP, and how to deal with defining reasonable foreseeable projects. Mr. Winning discussed the RTP cycle and amendments if necessary would include projects included in City/County general plans that necessitate an amendment to the RTP.

## **8. TFMTAC Member Q/A Discussion**

Mr. Winning stated the committee was meeting quarterly and asked if the committee had any recommendation for topics for the next committee agenda, suggestions or comments.

Mr. Smalley recommended coming up with a final cut-off date for projects, and to think of critical assumptions, and when the committee wanted to go to the board.

## **9. Committee Meeting Schedule**

Member Wallis-Dutra asked if the committee wanted to leave the meetings quarterly and if the committee wanted to identify the next meeting date.

Mr. Winning recommended leaving the date open with a possible meeting in January and stated the process of including new members would require formal TCAG board approval.

Committee members discussed soliciting more members from the member agencies/county.

## **10. Adjourn**

The Transportation Forecasting Model Technical Advisory Committee (TFMTAC) Meeting adjourned at 3:33 p.m.