



Transportation Forecasting Model Technical Advisory Committee (TFMTAC) Meeting Agenda

Tulare County Association of Governments
210 N. Church St., Suite B
Visalia, CA 93291
Kaweah Room
September 22, 2015 2:00 p.m.

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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. Action: Approval of Minutes- Meeting for May 28, 2015 **(Pages 1-3)**
4. Model Request Form
5. Sample Development Model Run
6. 2015 Demographic Profile
7. 2018 RTP/SCS – Latest Planning Assumptions
8. TFMTAC Member Q/A Discussion
9. Committee Meeting Schedule
10. 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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**Transportation Forecasting Model Technical Advisory
Committee (TFMTAC) Meeting**

**Summary Minutes of the Meeting
May 28, 2015**

Members Present: David Berggren, Lisa Wallis-Dutra, Dean Uota, Nick Mascia

Members Absent: None

Staff Present: Roberto Brady, Derek Winning, Mark Hays, Ted Smalley, Jennie Miller, Lucia Reyes, Alyssa Blythe

I. Welcome & Introductions

Mr. Brady welcomed the committee and called the Transportation Forecasting Model Technical Advisory Committee (TFMTAC) meeting to order at 10:04 a.m.

III. Public Comments

Mr. Brady opened and closed the Public Comment Session at 10:05 a.m.
There were no public comments.

IV. TFMTAC Roles and Responsibilities

Mr. Brady stated that this was an Advisory Committee for any modeling issues and stated that the role of committee would consist of being influential on recommendations to the Board. Mr. Brady stated this was a standalone committee and the committee could make recommendations directly to the TCAG Governing Board.

Mr. Brady stated that the TCAG Board of Directors had discussed that the TFMTAC meetings would be quarterly or as often as needed. Mr. Brady and committee agreed that quarterly meetings would be a good pace for the TFMTAC.

Mr. Brady introduced the roles and responsibilities of the TFMTAC committee and encouraged the committee to read the provided draft guidelines and make recommendations at the next meeting.

VI. Action Item: Election of Officers

Mr. Brady stated that since this was a formal committee, there would need to be a Chair and Vice Chair elected with TCAG staff assisting with the coordination of the meetings.

Upon motion by member Uota and seconded by member Berggren, it was unanimously agreed that member Wallis-Dutra be Chair and member Mascia be Vice-Chair of the TFMTAC Committee.

VII. TCAG STAFF Presentations

Mr. Brady stated that the following presentations provided by TCAG staff would be a trial run as they were providing the information to the TCAG Board of Directors in June.

Mr. Hays presented the Traffic Demand Model, which is a computer program that runs mathematical equations used to replicated travel choices individuals make and the output is a measure of future travel demand that is expressed in terms of present or future volumes. Mr. Hays stated the model was recently updated in 2010 and was completed using validation and calibration in 2013. Mr. Hays stated the various data sources used from the model were the Department of Finance, Employment Development Center, etc. Mr. Hays informed the committee that data is organized by being subdivided into special zones, commonly referred to as Traffic Analysis Zones (TAZs). Mr. Hays stated that TAZs are geographic areas where data is stored and are similar to census geography and that the TAZ boundaries are major roadways or physical barriers such as railroads, rivers, canals, etc. Mr. Hays stated that TAZs typically are smaller in urban areas and larger in the rural areas.

Mr. Brady reported on the Travel Demand Modeling Update and stated that the current 2014 Regional Transportation Plan was adopted June 30, 2014 and was TCAG's First RTP to include a Sustainable Communities Strategy (SCS) in conformance with SB 375. Mr. Brady informed the committee the next RTP updated is scheduled for May 2018 and the update will contain demographic forecasting from information on housing, employment and demographic conditions. Mr. Brady stated the travel demand model is set by demographic scenario planning information and the modeling department would continue to use city labs, cube suite software and modernizing model adjustments, as they are able to determine critical issues in air quality modeling. Mr. Brady stated the Air Resource Board (ARB) is required to review all State MPO's RTP's to see if they met greenhouse gas reduction targets established in 2011 and TCAG's review is scheduled for October 2015.

Mr. Winning reviewed and highlighted on the Model Improvement Program Phase 2 (MIP2). MIP2 was funded by Prop 84 and developed a new travel demand for the valley which was a significant upgrade. Mr. Winning stated that the model is constantly under a state of improvement and is a valley wide undertaking with the MIP2. Mr. Winning informed the committee that the model has provided better cell phone data, GPS Data for speed data, travel patterns, etc. Mr. Winning identified other key data sources and stated the statewide model is being updated for regional trip consistency and TCAG had upgraded to the mode choice tool intermodal now and that there would be extensive training.

Ms. Miller highlighted on the Mode Choice Tool that will provide great capacity to analyze the regional transportation systems impacts of public transportation projects and policies. Ms. Miller stated the mode choice tool was an "Off-Model" GIS-based quick response tool that overlays the actual transit network onto the model network and incorporates transit characteristics that affect people's choice of mode and amenities. Ms. Miller stated the Mode Choice Tool could be used in different combinations to balance the need for feedback on difference planning and operational scenarios to suit

particular studies or projects. Ms. Miller stated the tool would be implemented with a full recalibration of the model in 2016 to be used in the next development of the RTP/SCS.

XI. Committee Meeting Schedule

Committee members reiterated the need to meet on a quarterly basis on either the 4th Wednesday or Thursday of the month, until the committee has developed official guidelines.

XII. Adjourn

The meeting was adjourned at 12:05 p.m.