Tulare County Association of Governments

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Request Form for Travel Demand Model Run

E-mail submittals and inquiries may be sent to: rbrady@tularecog.org

Date of Request: _____

CONTACT INFORMATION

Date of Request:	
Requesting Agency or Firm:	
Contact Person:	
Address:	
Email:	
Phone Number:	
Alternative Phone Number:	

PROJECT DESCRIPTION

Provide a complete description of the purpose, goals, and objectives of the model run. Describe how the model results will be used and what questions you seek to answer using this information. ***(Note: Please attach any supporting documents pertinent to the project such as maps, task charts, etc.)***

NETWORK MODIFICATIONS:

1. Provide a brief description of the actual change on the street being modeled.
2. Identify the addition/deletion to be made to the network. Include attributes of new links and nodes.
3. Provide a map illustrating the location and nature of changes to be made. Identify where new links are connected to the original network.
4. Review nearby connectors and how they relate to the altered network. Identify necessary changes to connectors.
5. Specify the type of the VMT* outputs (as per below SB743):
    - Home-Based VMT per resident (all home-based car trips traced back to the residence)
    - Total VMT per land use unit (all car trips traced back to the zone or zones of study)
    - Home-Based Work VMT per employee (all automobile trips between home/work and counted; commercial vehicle trips not included)
    - Total VMT (all vehicle trips assigned on the network)
    - Total project VMT – (all vehicle trips traced to the zone or zones of study)
      Total VMT per service population (calc same as Total project VMT)

** VMT outputs should not be used for specific planning or CEQA analysis without further coordination with the lead agency and TCAG.*

NOTE: If a large number of network changes or several model runs are being requested, submit information using a spreadsheet listing out individual projects. A map illustrating the requested network changes should also be provided for each run separately. Note that separate networks exist for roads, transit, and walk.

Model Changes to be Made: Network Attributes

Project w/ brief description	Network Action: Change link attribute New link (include map) Delete link Add new TAZ Split existing TAZ Other	Link ID (A-node to B-node)	Changes to Network Attributes: Speed Lanes CAPC SPDC IMP-YR Other	Project Number (1, 2, 3)

Projects Included in Scenario

Scenario Number	Projects Included	Notes:
1	e.g. 1,2,3,4,10,13	
2	e.g. 1,2,9,13	

Changes to Land Use Data (Employment and Housing by TAZ)

Land use data refers to population and employment data. Future population must conform to official state forecasts prepared by the Department of Finance (DOF). Note that industry categories vary by model and employment must be associated with the appropriate industry.

Transportation Analysis Zones (TAZs)
Provide TAZ number or map of location):

Future Housing:
Increase/decrease future housing by:

TAZ#	MFH units	SFH Units
1		215

Future Employment:
Increase/decrease future employment by:

TAZ#	Retail	Office	Service	Education	Government	Agriculture	Industry
1	Unknown						

Will these changes require any TAZs to be split to accurately represent travel patterns?
Yes ☐ No ☐

If so, please identify which TAZ(s) by number and supply a map illustrating the desired change.

Will these changes require the relocation of centroid connectors?
Yes ☐ No ☐

If so, please identify which TAZ(s) centroid connector by number and provide a map illustrating the desired change.

**Employment and housing must be balanced within the model area. This means trip attractions are balanced to trip production for home-based trip purposes. When evaluating effects of large changes to employment, assumptions regarding the location of households providing workers and expected*

decreases in employment in other TAZs should be clearly specified. When evaluating effects of large changes to population, assumptions regarding the location of jobs should be clearly identified.