# TECHNICAL ADVISORY COMMITTEE (TAC)

## Thursday, July 24, 2014

Key to colors:
Blue: Items that are clearly Action Items
Red: Clear decisions
Green: Follow-up discussions

**Attendees:**

| | | | |
|---|---|---|---|
| Pam Korte (PK) | Ron West (RW) | Gabe Corley (GC) | Kalin Pacheco (KP) |
| Chris Ganson (CG) | Jesse Gage (JG) | Aniss Bahreinian (AB) | Nesamani Kalandiyur (NK) |
| Bob McBride (BM) | Rose Agacer (RA) | Doug MacIvor (DM) | Marco Gonzalez (MG) |
| Michelle Bina (MB) | Ryan Ong (RO) | Susan Ejlalmaneshan (SE) | |
| Mark Barry (MJB) | Barry Padilla (BP) | Ron West (RW) | |

**By Phone:**

| | | |
|---|---|---|
| Kristen Carnarius (KC) | Sean Tiedgen (ST) | Homer Zarzuela (HZ) |
| Jack Lord (JL) | Steve McDonald (SM) | Claudia Espino (CE) |
| Chris Ganson (CG) | Caltrans D5 (D5) | |

**Welcome, Action Items and Agenda Review – Pam**

- Today we are going to cover:
  - ARB's Vision Tool and recent meetings
  - CTP modeling strategies matrix and preliminary sensitivity results

**CTP Update Alternatives Draft and ARB's Vision Tool Update and CTP Workplan – Gabe**

- CTP Workplan update
  - Six public workshops have been moved to February and March 2015
  - Releasing a preliminary draft in August
- Alternative Analysis Slide
  - Will get VMT from CSTDM / Off models
  - Results will be run through ARB Vision and get GHG levels
  - Vision will be applied to all three alternatives
  - TREDIS model will show jobs, GSP, and income levels.
- Vision Tool
  - Does Vision generate fleet size? No, looks at levels of alternative fuels needed for fleet, fleet size is an input and fleet size in embedded in the CSTDM
  - Assumptions about future truck technologies are part of the Vision model. Trucks have 3 ARB weight categories
  - CG – Is the third Alternative where the vehicle technology mix get? us to the level we need to get to? - Yes.
  - Alternatives 1 and 2 will be baseline, will show new technology but will not be aggressive like Alt. 3

**California Statewide Travel Demand Model (CSTDM)**

CG- When will the CSTDM model be available for the MPO's? -
DM – Still needs to go through CT Legal on the release format. Bill Higgins and Mike McCoy have been in communication.

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**CTP 2040 Strategies Modeling Matrix – Ron West**

- Trying to convert to VMT (reductions)
- Some strategies need to be incorporated off model and cannot be incorporated into the CSTDM
- CAPCOA is a source and still need to look at investigate additional sources to get the range of values and VMT reductions
- An objective is to have clear documentation on how we get specific outcome – broken down into CSTDM or off model, and if there is a specific policy or an aspirational objective
- 4 Strategy Categories
    - Pricing
    - Transportation Alternatives
    - Mode Shift
    - Operational Efficiency
- Pricing Strategies – Assessed in CSTDM as increased auto operating costs
    - Road user charge (RUC) – easiest to forecast and recommended
    - Gas tax - does not move the needle much
    - Congestion pricing – complicated and very limited
    - MJB will send out HSR memo on auto operating costs and MPG assumptions
    - Auto operating cost includes fuel and non-fuel costs (not insurance and car payments)
- CSTDM RUC sensitivity tests
    - Looking at doubling auto operating costs which would be a 22% VMT decrease (roughly 23 cent increase)
    - Year 2040 (73% increase in auto operating costs) – 17% VMT decrease (16 cent increase)
    - How the policy is implemented is TBD
    - This could become an advocacy document for legislature implementation of policies
    - JG: Are results linear? RW: No
    - Will need to consider how best to present results. BM: Could do it possibly by household
    - There is a concern with models having different assumption, should have minor if any impact
    - Fuel efficiency assumptions are within Vision model
- Transportation Alternatives
    - Car sharing, telecommuting, carpooling will be represented in the off-model analysis aspirational goals
- Mode Shift
    - Transit improvements (double bus/transit service, operating speeds, reduced or free fares, better timed transfers) - (will be forecasted using the CSTDM)
    - Bicycle improvements (investments and double mode share) – calculated off-model
    - Pedestrian improvements (investments and double mode share) – calculated off model
    - Carpool changes – raise HOV to 3+ statewide - VMT effects are unclear
    - Add HOV lanes, gap closures, connectors,
    - ST: Will the model use different conversion rates for transit in urban-suburban vs rural areas? RW: It will be looking at the analysis statewide
- Operational Efficiencies (off-model policies)
    - Incident/emergency management
    - TMS Master Plan
    - Intelligent transportation systems
    - Eco driving (off model aspirational objective)
    - VMT effects of these strategies being investigated

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RW will be completing literature review, updating matrix and presenting at future PAC and TAC meetings.

- **PK – MJB will send modeling strategies matrix to TAC for one week comment period – we are very interested in potential sources to fill in the TBD's.**

**Meeting Wrap-Up – Pam**

- Next meeting scheduled for August 28 – Room TBD