



TECHNICAL ADVISORY COMMITTEE (TAC)

Thursday, May 22, 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) |
| Chris Ganson (CG) | Austin Hicks (AH) | Aniss Bahreinian (AB) |
| Bob McBride (BM) | Rose Agacer (RA) | Doug MacIvor (DM) |
| Courtney Smith (CS) | Ryan Ong (RO) | Susan Ejlalmaneshan (SE) |
| Jeffrey Mankey (JM) | Vahid Nowshiravan (VN) | |

By Phone:

| | | | |
|--------------------|---------------------|---------------------|--------------------|
| Clint Daniels (CD) | Sean Tiedgen (ST) | Homer Zarzuela (HZ) | Kalin Pacheco (KP) |
| Caltrans D1 (D1) | Steve McDonald (SM) | Hsi-Hwa Hu (HH) | |
| Dave Vautin (DV) | Ron West (RW) | Caltrans D5 (D5) | |

Welcome, Action Items and Agenda Review – Pam/Austin

- Telecommuting and carpooling are included in the UC Berkeley Study
- Ron West from Cambridge Systematics will follow-up with David Ory (tolling) and Clint Daniels (carpooling trends)
- Austin working with California Household Travel Survey (CHTS) data
 - RW – A lot of work has already been done with the CHTS for the California Statewide Travel Demand Model (CSTDM) and this maybe a better place to look first
 - DM – The National Household Travel Survey (NHTS) was updated about 4 years ago with California specific surveys and maybe of assistance as well
 - AB – Vehicle class and type is not accurate in the NHTS and CHTS
 - RW – Lessons learned from CSTDM/CHTS is getting accurate vehicle types and classes
 - DM – Working on a \$5 million enhancement for California specific survey in the rural areas on the 2015 NHTS
- Today we are going to cover three items
 - ARB's VMT Impact Tool and Land Use and Residential Energy (LURE) Tool
 - PAC Discussion Results
 - Strategies matrix and off-model methodology

ARB's VMT Impact Tool and Land Use and Resident Energy (LURE) Tool – Courtney Smith

- VMT Impact Tool
 - Estimate a statistical model that identifies the elasticities and marginal effects of commute trip VMT, nonwork VMT, and total household VMT with respect to a variety of policy-relevant variables depending on the local land use transportation context
- LURE Tool
 - Investigate the relationship between land use planning factors and residential energy use in California's various climate zones
 - Develop spreadsheet modeling tool that analyzes residential energy as a function of land use planning factors

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PAC Discussion Results – Pam/Austin

- Park and ride encompassed in transit
- HOV 2+ converted 3+ to be individually tested on a statewide basis first
 - RW – Look at V/C ratio of HOV lanes and map out worst V/C ratios
 - DM – Delay per link would a good way to see the ratios
 - RW – CSTDM on one computer takes one week to run one future year
 - RW – Risk analysis could be done to determine relationship or interaction between strategies in an Alternative, but we don't have the resources to do that here
 - RW – Risk analysis goes beyond the sensitivity analysis
- Complete HOV network – Complete the HOV network where the regions have not since Caltrans' TSMO includes a complete HOV network
- Confirmed removals
 - Reduce speed limits
 - Voluntary travel behavior change

Strategies matrix and off-model methodology – Pam/Austin

- AH – Developed a matrix to represent the strategies and respective sources (MPOs, ARB, CAPCOA, Moving Cooler) that have quantified these strategies impacts such as number of trips, trip length, VMT, GHG, etc.
- AH – Need to convert and unify the matrices terms or metrics so we can comparing apples to apples
- AH – Should we focus on VMT, VMT by speed bid, GHG, trips?
- CG – Focus on overall VMT and may not speed bids
- CG – Not going to get a lot out of smoothing congestion or shifting VMT to more GHG efficient speeds
- **RW – Ron would like to schedule a session with CS and CTP staff on how to handle off-model strategies and bring that methodology back to the TAC**
- CG – Need commons terms and package them appropriately
- CG – There needs to be a way to present it
- CG – Develop a methodology internally then share with TAC
- DM – Need to lump strategies together due to CSTDM one week run time
- RW – CTP 2040 is a policy advocacy document
- RW – It is important to control the versions of the CSTDM
- **DM – Contacted and working with CalCOG to work on how to distribute CSTDM to MPOs**
- RW – Determining post-processing relationship (synergistic effect) of off-model strategies is beyond this effort due to not being able to do a full risk analysis
- **AH – Therefore, we are going to simply add up the off-model strategies impacts**
- CD – SANDAG's experience with post-processing their RTP/SCS
 - Post-processed five strategies in first RTP/SCS
 - Carpool
 - Vanpool
 - Buspool
 - Safe Routes to Schools
 - Bike Infrastructure
 - Second RTP/SCS post processing including
 - Car sharing
 - Electric vehicles
 - Lessons learned
 - **Keep post-processing separate from model results**



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- Congestion hard to post process
- **Consider consistent performance from strategies**
- DV – MTC's experience with post-processing their RTP/SCS
 - **Focused on only post-processing greenhouse gas emissions**
 - Changes other performance measures were negligible
- HH – SCAG's experience with post-processing their RTP/SCS
 - Currently integrating Activity-Based Model for next RTP/SCS
 - First RTP/SCS used travel demand model and included two strategies for post-processing
 - Work-at-home
 - Utilized 1990, 2000, 2010 trends
 - Telecommute
 - Used NHTS/CHTS
 - Assumed 1 to 4 days a week work at home
- ST – Shasta RTA's current experience while developing their first RTP/SCS
 - Activity-based model should be done in June
 - Working on scenarios with the public over the summer
 - Reviewing strategies from other MPO RTP/SCSs
 - Exploring unpopular strategies like VMT fee and gas taxes
 - Including bike and pedestrian connectivity with activity-based model
 - Working with Humboldt State on impacts from electric vehicle infrastructure
 - Benefits from electric vehicle fleet
- **PK – Austin will send matrix to TAC from one week comment period**

Meeting Wrap-Up – Austin

- Next meeting scheduled for June 26