



TECHNICAL ADVISORY COMMITTEE (TAC)

Wednesday, November 13, 2013

Attendees

Pam Korte	Vahid Nowshiravan	Ryan Ong	Dave Vautin	Kalin Pacheco
Ron West	Doug MacIvor	Rose Agacer-Solis	Diane Jacobs	Clint Daniels
Steven MacDonald	Gabriel Corley	Chris Ganson	Frances Dea-Sanchez	Bob McBride
Anise Bahreinian	Christian Bushong	Guoxiong Huang	Jack Lord	Sean Tiedgen
Homer Zarzuela	Austin Hicks			

Action Items – Pam

- Ron West send information on how the CSTDM accounts for induced demand especially as it relates to bottleneck relief
- SCAG would like to have calibration and validation on CSTDM as it relates to expansion of transit
- Need to bring bottleneck relief back to PAC
- Aniss Bahreinian will contact Clint Daniels about carpool program

PAC Strategies Survey Results – Austin/Pam

Decisions

- Expansion of Transit
 - Increase and improve frequency
 - BRT handled outside of model with time and speed
 - May want to look at conversion of BRT to LRT
- HOV/HOT
 - SANDAG recommends that the state should look into tolling from a system management/congestion and financial revenues perspective
 - SCAG will be including 1,000 miles of HOT lanes
- Bottleneck Relief
 - Induced demand issue here which was referenced from Moving Cooler by Chris Ganson
 - MTC did not include because of induced demand and GHG increase issue
- Congestion Pricing
 - SANDAG would like some consistent assumptions for off-model approaches
 - MTC did EIR on it, but Board ruled against it
 - SCAG did a region wide VMT fee and not a congestion fee
- Vanpool
 - SANDAG carpool and vanpool program is really aggressive
 - MTC sees a decrease in carpool ridership from Census
 - MTC believe carpool included in Climate Initiative Impact
 - SCAG did very little off-model



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- Bike
 - Made an assumption based on \$10 billion investment on bike which resulted in 1% reduction in VMT
 - SANDAG handled this off-model, but SCS 2.0 will be handled in a active transportation model
- Ped
 - SANDAG handled this off-model, but SCS 2.0 will be handled in a active transportation model
- ITS
 - FHWA has an older document on ITS reduction ranges
- TREDIS
 - Chris Ganson said that modeling flow chart needs to have an asterisk stating the lack of land use changes and information
- CEC
 - Cannot share inputs or output of consumer choice model
 - Can only share socio-demographic information

- OPR would like to see us push VMT harder since Vision assumed 20% reduction in VMT per capita and we do not believe we can get the 20%

Final Thoughts

- Next Meeting Date – December 12, 2013
 - Dependent upon CTP staff assembling strategies implementation information together

Next Agenda Items

- Max Feasible and SB 391 discussion and clarification
- Status of GHG strategies development