



Full Model Task Force Meeting

November 30 – December 2, 2010
Orlando, FL

MEETING NOTES

Transit and Rail Committee

Introduction

Jon Weiss, Florida DOT D5

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- Jon gave an overview of the genesis of the intercity passenger forecasting purpose and need
- Bottom up Vs. Top down approach – where the project needed to go
- The purpose and needs statement is the first step to develop the forecasting tools for intercity passenger forecasting
- The question is where do we want to take it and what are the implications

Intercity Passenger Forecasting: Purpose and Need

Steve Ruegg, PB

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- Ad hoc subcommittee of Steve Ruegg, Wade White (Whitehouse Group), Michael Clarke (Citilabs), Jeannette Berk (API), Rick Donnelly (PB), and Jon Weiss (FDOT D5).
- Jon mentioned that it was not appropriate to build a new model that does investment grade or NS forecasting but current models are not answering many of the questions raised by decision makers. There is a need to build a tool that provides value and provides a good use of resources. The need to come up with tools that are consistent and available to users.
- Focus not only on ridership needs but look at it from a system POV that is able to account for community benefits and costs of new modes like HSR. What goes outside the HSR system is as relevant as what is happening w.r.t. ridership.
- JB mentioned that need to integrate long distance travel into the regional and urban models.
- Wade mentioned that there is a need to think of it in a holistic sense and consider the markets that would compete with HSR.
- JB mentioned that induced travel demand is another consideration that should be factored in.
- Mike Escalante (Gainesville MPO) How rail will interface with the areas it serve? Not so much multi-modal but intermodal. Retrofitting into a very low dense state a very intensive mode of travel. Cannot improve transit demand if roads are being built to address congestion.
- Jon mentioned that SunRail does not connect with the HSR and there is a need to figure out how to connect the two so that transfers are seamless.
- Shi-Chiang Li mentioned that walk was the predominant egress mode for the longest time and Tri-Rail showed that people keep cars at the destination station to reach their final destination. There is need to account for egress in a better manner.
- Elaine Martino asked how this work effort is tying into the HSR forecasting effort currently underway. Jon mentioned that it is critical to know who the users of the models will be
- Wade mentioned that funding is being considered from the FRA, FTA, FHWA and that can impact the schedule as well.
- JB mentioned that the purpose of the business plan is to get the private sector involved.
- Frank T mentioned that the SWM will be multi-modal and should that not answer the multi-modal considerations? Steve Ruegg mentioned that it will.



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- Jon mentioned that the committee felt that there is need to get a vote in and the purpose and need statement can serve as the executive summary for the business plan.

FSUTMS and TBEST Applications in FTA New Starts and Small Starts Processes

Myung Sung and Chrissie Sherman, Gannett Fleming, Inc.

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- Derek Muira asked if there was a plan to create a separate funding mechanism for data collection. Dan Harris mentioned that at the moment there was a small project to gather data from the districts and create a central repository for the data efforts. Derek mentioned that it might be worthwhile to carve out some funds from the work program.
- Jon mentioned that there is next generation transit models discussion on Dec 1.
- Dan Harris mentioned that any comments from the group will be incorporated if feasible given that comment deadline was November 30, 2010.