



Full Model Task Force Meeting Notes

November 9-10, 2009
Orlando, FL

MEETING NOTES

Attendees List:

Name	Agency/Firm
Jeanette Berk	Advanced Planning Inc
Ashutosh Kumar	AECOM
David Schmitt	AECOM
Jim Hatchitt	Armasi
Pwu-Sheng Liu *	AWMA
SungRyong Han	BCC Engineering, Inc
Daniel Miller	BCC Engineering, Inc
Quan Yuan	BCC Engineering, Inc
Fadi Emil Nassar	BEES
Lina Kulikowski	Broward MPO
Howard Slavin	Caliper
Daniel Beagan	Cambridge Systematics, Inc.
Mary Frascogna	Cambridge Systematics, Inc.
Sheldon Harrison	Cambridge Systematics, Inc.
Keli Paul	Cambridge Systematics, Inc.
Thomas Rossi	Cambridge Systematics, Inc.
Robert Schiffer	Cambridge Systematics, Inc.
Caption Siluvairajan	Cambridge Systematics, Inc.
Krishnan Viswanathan	Cambridge Systematics, Inc.
Kimon Proussaloglou	Cambridge Systematics, Inc.
Michael Clarke	Citilabs
Minhua Wang	Citilabs
Matthew Martimo	Citilabs
Gus Castro	City of Orlando
Robert Boggs	City of Palm Coast
Sue Faulkner	Collier MPO
Xuehao Chu	CUTR
Sara Hendricks	CUTR/USF
Robert Rutledge *	DRMP, Inc.
Diane Quigley	FDOT, Central Office
Terry Corkery	FDOT, Central Office
Matt Brady	FDOT, Central Office
Frank Tabatabaee	FDOT, Central Office
Brad Thoburn *	FDOT, Central Office
Carl Metz	FDOT, District 1
James Baxter	FDOT, District 1
Thomas Hill	FDOT, District 2
Milton Locklear	FDOT, District 2
Linda Little	FDOT, District 3
Shi-Chiang Li	FDOT, District 4
Derek Miura	FDOT, District 4
Jon Weiss *	FDOT, District 5
Betty McKee	FDOT, District 5
Carlton Card	FDOT, District 6
Danny Lamb	FDOT, District 7

Name	Agency/Firm
Andrew Tyrell	FDOT, District 7
Fawzi Bitar	FDOT, District 7
Jim Fennessy	Fennessy Associates
Carl Mikyska	FHWA
Evangelos Kaisar *	Florida Atlantic University
Panagiotis Scarlatos *	Florida Atlantic University
Tom Rogers *	Florida Dept. of Environmental Protection/DARM
Robert Wong *	Florida Dept. of Environmental Protection/DARM
Albert Gan	Florida International University
Mohammed Hadi	Florida International University
Jack Klodzinski	Florida's Turnpike Enterprise
Yew Song	Florida's Turnpike Enterprise
Michael W. Doherty	Florida's Turnpike Enterprise / URS
Rafey Subhani	Gannett Fleming, Inc
Mary Ross	Gannett Fleming, Inc
Myung-Hak Sung	Gannett Fleming, Inc
Hoyt Davis	Gannett Fleming, Inc
Kapil Arya	Gannett Fleming, Inc.
Kasey Cursey	Gannett Fleming, Inc.
Eric Heinz	Gannett Fleming, Inc.
Casli Jean	Gannett Fleming, Inc.
Chunyu Lu	Gannett Fleming, Inc.
Michael Neidhart	Gannett Fleming, Inc.
Jintender Ramchandani	Gannett Fleming, Inc.
Sri Charan Rani	Gannett Fleming, Inc.
Franco Saraceno	Gannett Fleming, Inc.
Chrissie Sherman	Gannett Fleming, Inc.
Yongqiang Wu	Gannett Fleming, Inc.
Jerry Faris *	Genesis Group
Rodney Bunner	GeoDecisions, a division of Gannett Fleming, Inc.
Patricia Tice *	Glattig Jackson Kercher Anglin, Inc.
Babuji Ambikapatley	GMB Engineers & Planners, Inc
Hong Ji	GMB Engineers & Planners, Inc
Mary Stallings	Grimail Crawford, Inc
Steve Infanti	Grimail Crawford, Inc.
Dennis Dix	Hernando County MPO
Bud Whitehead	Hillsborough County MPO
Luis Diaz	HNTB
Matthew Martin*	HNTB



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Wongoo Lee	Jacksonville Transportation Authority
Yujing Xie	Keith and Schnars, P.A.
Naveen Modali	Kimley-Horn and Associates, Inc.
Lorin Brissett	Kimley-Horn and Associates, Inc.
Thuha Lyew	Kittelson & Associates, Inc.
Li Jin	Kittelson & Associates, Inc.
Sharon Lewis *	Lake County
Fang Zhao	LCTR, Florida International University
Scot Leftwich*	Leftwich Consulting Engineers, Inc
Arturo Perez	Leftwich Consulting Engineers, Inc
Joseph Schirripa	Lochner
Paul Rhoads *	LTEC
Sheng Yang	Marlin Engineering
Elaine Martino	Martino Planning
Dennis Hooker	Metroplan Orlando
Wilson Fernandez	Miami-Dade MPO
Larry Foutz	Miami-Dade MPO
Michael Escalante *	NCFRPC
Ming Ma	North Florida TPO
John Voges	Ocala/Marion TPO
Nellie Fernandez	Palm Beach MPO
Vinod Sandanasamy	Palm Beach MPO
Paul Larsen *	Palm Beach MPO (retired)
Charles Hart	Parsons Brinckerhoff
Amar Sarvepalli	Parsons Brinckerhoff
Dan Beaty*	PBS&J
Michael Dorweiler	PBS&J
Heather Sobush	Pinellas County MPO
Richard Tillery	Renaissance Planning Group

Name	Agency/Firm
Whit Blanton	Renaissance Planning Group
Stephen Lawe	Resource Systems Group
Fang Mei	RS&H
Michael Maholtz	Sarasota Manatee MPO
Peyton McLeod	Sprinkle Consulting, Inc.
Neelam Fatima	St. Lucie Transportation Planning Organization
David Schellinger	Systra Mobility
Ken Kaltenbach	The Corradino Group
Dean Munn	The Corradino Group
Dan Macmurphy	Traf-O-Data Corp.
Jerry Graham	Traf-O-Data Corp.
Samantha Smith	Traf-O-Data Corp.
Jason Collins *	Trans Associates, Inc
Hatem Abou-Senna	University of Central Florida
Zhong-Ren Peng	University of Florida
Siva Srinivasan	University of Florida
Yafeng Yin	University of Florida
Hemant Salokhe	University of Florida
Li Yuan Zhao	University of Florida
Abdul Pinjari	University of South Florida
Barry Plath	URS Consultants
David Rae	URS Consultants
Daniel Funk	Wake-Tec
Gary Kramer	West Florida Regional Planning Council
Wade White	Whitehouse Group
Roberto Miquel	Wilbur Smith Associates
Kazem Oryani	Wilbur Smith Associates
Andres Rabinowcz	
Sam Yang*	

* Indicates participant attended on Day 2 only.

DAY 1 (November 9, 2009):

Tri-Chair Welcome/Meeting Objectives

Danny Lamb, FDOT District 7, MTF Tri-Chair

Shi-Chang Li, FDOT District 4, MTF Tri-Chair

Dennis Hooker, Metroplan Orlando. MTF Tri-Chair

- Purpose of MTF meeting
 - Danny Lamb noted that FSUTMS is moving into new directions, as our current models can not respond to all of our emerging needs. This MTF meeting will focus on priorities for advancing FSUTMS, what the MTF is doing now, and how the MTF would like to proceed.

Committee Updates

Lina Kulikowski, GIS Committee Chair

Lina Kulikowski provided an update on GIS Committee activities as follows:

- Developing a standard FSUTMS master network.



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- Continuing to develop standard reporting tools to make reviewing the models easier.
- Reviewed new Citilabs SUGAR extension (an extension for ArcGIS).
- Citilabs is looking at implementing a GIS data model in Cube.

Gary Kramer, Data Committee Chair

Gary Kramer provided an update on Data Committee activities as follows:

- Over the past year, the Data Committee has held a couple of teleconferences discussing the following:
 - Activity-Based Model (ABM) research efforts
 - National Household Travel Survey (NHTS) add-on
 - Quarterly Census Employment & Wages (QCEW) database
 - MTF priorities
 - Coordination of TAZ Upload program
 - Land use integration
 - Mobility fees
- The following was discussed during the Land Use Ad Hoc Committee panel discussion and Data Committee meeting this morning:
 - Thomas Hill provided a presentation on using Vehicle Miles Traveled (VMT) for mobility fees as part of the Department of Community Affairs (DCA) concurrency process. The report is due by December 1, 2009.
 - Matt Brady discussed how the Census long form is becoming a short form.
 - Albert Gan provided an update on the FSUTMS standard reports, which are now available for download at FSUTMSonline.net.
 - Wade White gave a presentation on the history of land use modeling in Florida.
 - FDOT has developed a draft land use modeling scope that is being reviewed by the new Land Use Ad Hoc Committee.
 - Gary Kramer requested volunteers to participate in the Land Use Ad Hoc Committee.

Larry Foutz, Transit Committee Chair

Larry Foutz provided an update on Transit Committee activities as follows:

- At the last MTF meeting two years ago, a transit surveys subcommittee was formed. As part of that effort, examples of transit survey scopes, data needs, and survey instruments were provided. Since then, a significant amount of survey work has commenced and more transit survey instruments are available to those considering surveys.
- A panel on transit surveys convened this morning (Transit Surveys Ad Hoc Committee) which resulted in the following highlights:
 - The question was asked as to what we need to do to improve the running of transit models in the new FSUTMS framework. There were very strong responses that since 95 percent of transit in Florida operates on arterials and highways, to get good results from transit, we need good observed speed data on our arterials and highways, not just posted speeds. Essentially, this is to achieve reasonable speed curves and transit travel times.
 - There is a problem with zero-car households as it relates to transit as our highway oriented models do not properly account for those trip patterns. Zero auto household trips are typically distributed based on highway skims that do not fully reflect their travel times. It is important that we pay attention to survey data and capture these zero-car household trips.
 - We have lost income stratification as a variable and have been using auto ownership as a surrogate. We need to get income stratification back into the model, as it has more of an impact on mode choice than auto availability.



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- Most importantly, no matter the quality of our data, if we are serious about transit, we are going to have to make an effort as we move into the next cycle of model improvements to decrease the size of TAZs and improve the centroid connectors to account for more realistic transit access.
- Anyone interested in the results of the transit surveys and/or methodologies used to collect transit survey data should contact Larry Foutz.

Wilson Fernandez, Model Advancement Committee Chair

Wilson Fernandez provided an update on Model Advancement Committee activities as follows:

- Activity-based models (ABMs) were the hot topic a year back. However, since the MTF priorities survey was conducted, time-of-day and advanced tolling techniques have become top priorities and two ad hoc committees have been set up under the direction of the MAC.
 - Dr. Fang Zhao has been appointed as the Chair of the Tolling Ad Hoc Committee.
 - Dr. Siva Srinivasan has been appointed as the Chair of the Time-of-Day Ad Hoc Committee.
- This morning's meeting resulted in the MAC asking FDOT Central Office to post the final report on Model Calibration and Validation Standards to the fsutmsonline website for use by Florida's modeling community. It was also requested that the Trip Generation and Distribution reports be posted to the fsutmsonline website for additional comment.

Model Task Force Priorities

Danny Lamb, MTF Tri-Chair

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- Discussion items
 - Danny Lamb made a presentation to the MPOAC on the top seven short-term priorities of the MTF as a result of the MTF priorities survey. The MPOAC wanted to make sure the MTF was responding to their needs. Feedback from the MPOAC was very positive and supportive of the MTF activities and process; The MPOAC was impressed that we already had three of our seven priorities underway, a fourth about to begin, and the remaining three scoped out.
 - As we begin to make progress on short-term priorities and resources become available, long-term priorities may be addressed.
 - Danny asked participants to provide any feedback on the MTF meeting to: <http://www.fsutmsonline.net/FeedbackMTF.aspx>

Current Status of FSUTMS Practice

Terry Corkery, FDOT Systems Planning

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- Discussion items
 - Wongoo Lee asked what software packages are provided free-of-charge by FDOT Central Office. Terry Corkery responded that Cube Base, Voyager, Avenue, and Cluster are all provided free-of-charge by FDOT Central Office to public agencies. Wongoo then asked if Dynasim was going to be provided free-of-charge by FDOT Central Office. Vidya Mysore noted that it is up to the MTF to determine what software will be provided but that it should support the MPOs in meeting their federal requirements.
 - Mike Maholtz asked about the level-of-service (LOS) systems calculator. Terry responded that it is close to completion and will be distributed shortly. It utilizes the FDOT Quality and LOS Handbook generalized LOS tables and incorporates them into the model using area type, facility type, and number of lanes as a basis of comparison to the assigned volumes to produce a color-coded GIS map of LOS. It is a system-wide LOS approach, not necessarily



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at the link or intersection level. It should be used to get an idea of how a future year network would address capacity deficiencies in comparison to other scenarios. When it is completed, FDOT will send out an email to the modeling newsletter mailing list.

- Lina Kulikowski suggested adding a "Tips & Tricks" section to the modeling newsletter and Terry agreed it would be a good idea. Terry also noted that FDOT Central Office has considered developing a blog where these "Tips & Tricks" can be shared, as well as those from others.
- Lina Kulikowski wanted to clarify that the standard transportation network has been a team effort lead by Vidya Mysore at FDOT, consultant staff, and Citilabs.
- Vidya Mysore thanked everyone for participating in the MTF priorities survey back in May. One of the key outcomes was the need for standardization based on participant feedback.
- Frank Tabatabaee asked why some models aren't using the standards. Milton Locklear suggested that those models not using the standards should be documented as to why they aren't as part of the LRTP process.
- Terry and Vidya asked that the MTF think about how we can encourage innovation while maintaining standardization.

Citilabs Voyager Update

Mike Clarke and Matthew Martimo, Citilabs

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- Discussion items
 - Jerry Graham asked for clarification from Matthew Martimo on the biconjugate assignment algorithm model relative to select link and/or zone analyses. Matthew explained that all results from the biconjugate model assignment in aggregate are fine. However, when conducting a select link or zone analysis, there are counter intuitive analyses during the biconjugate assignment that suggest it may not be appropriate to use at the detailed level. Biconjugate model assignment converges faster. In order to maintain the accuracy at the detailed level, it was suggested by Ken Kaltenbach to use the path assignment for the first few iterations and then use biconjugate assignment for the final iterations.
 - Lina thanked FDOT Central Office for the effort of putting together the FSUTMS standard reports.
 - Fadi Nassar asked when Citilabs would be compiling for 64-bit operating systems. Matthew responded that it is not faster and thus, there is no real compelling reason to push it since we are not running out of RAM now as a result of much faster algorithms.

Meeting Adjourned at 5:10 PM

DAY 2 (November 10, 2009):

Legislation Affecting Florida Modeling

Brad Thoburn, FDOT

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- No discussion



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Air Quality

Transportation Conformity Is Coming

Tom Rogers and Robert Wong, Florida Department of Environmental Protection

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- Discussion items
 - Shi-Chang Li asked what the Florida Department of Community Affairs (DCA) land use planning role was and what role the MTF can play in regards to local governments. Tom Rogers responded that DCA is not directly a part of the transportation conformity process. DEP is looking at making air quality improvements in the next few years that cannot be done at the planning level in that amount of time. However, DEP has already spoken with DCA on the importance of bringing them into the equation dealing with air quality. DEP is going to extend an invitation to DCA to have them involved in the process. In addition, DCA is currently amending their rules to demonstrate the link between transportation and land use.
 - Mike Escalante asked what portion of ozone emissions could be attributed to the transportation system. Tom Rogers responded that 40 percent of NOx emissions are from transportation in Florida, whereas less than 20 percent of VOC emissions can be attributed to transportation. Nature contributes to most of VOC emissions. The entire southeastern U.S. is NOx limited, meaning, transportation improvements will impact NOx significantly more than VOCs. DEP calculates emissions for both large stationary sources (industry, powerplants, biogenic (plants), lawn mowers, etc.) and mobile (transportation) sources.
 - With a potentially stricter standard of 60 ppb (0.060 ppm), the entire state could become an ozone nonattainment area. Mike Escalante asked how rural areas designated due to the air shed from urban areas would be treated. Tom Rogers responded that DEP has some latitude but are constrained by the Clean Air Act (CAA) requirements. The CAA never anticipated entire large states to be in nonattainment, although it is certainly possible.
 - Mike Maholz asked if there was a document that could be referenced for working on MPO Unified Planning Work Program (UPWP) budgets relative to air quality work. Carl Mikyska, FHWA, shared that previous research has indicated that it typically takes approximately 400 hours per year for each conformity year run, or up to 10 percent of your UPWP budget. Dennis Hooker noted that we may also have to regulate greenhouse gases. Shi-Chang Li suggested that we go back and dust off our air quality reports from several years ago and distribute to the MPOs.
 - Robert Wong noted that meeting the emissions budget is the challenge and we need to make sure we do not "fudge" the numbers.

Air Quality Postprocessor

Keli Paul, Cambridge Systematics/FDOT Systems Planning

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- Discussion items
 - Dan Beaty asked what the air quality baseline year is. Keli Paul responded that the latest information is that EPA is considering 2007 as the air quality baseline year but it has not been finalized yet. Emissions from the future year models will have to be less than the baseline year model until a State Implementation Plan (SIP) budget has been established. If EPA determines 2007 to be the air quality baseline year and the travel demand model has a different base validation year, a 2007 model will need to be developed for air quality purposes.
 - Lina Kulikowksi requested additional background on the Highway Performance Monitoring System (HPMS) adjustment factor and whether there is flexibility. Ms. Paul noted that there



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is no flexibility in modifying the HPMS adjustment factor. However, if EPA requires nonattainment areas to use the HPMS adjustment factor, there is flexibility on how factors are applied. For instance, factors could be applied at the regional level instead of at the County level and/or some HPMS functional classes may be aggregated. However, these are decisions that must be agreed upon during each nonattainment area's interagency consultation process.

- Bob Rutledge asked if the air quality postprocessor in FSUTMS allowed for the adjustment of emission factors by vehicle type, such as for trucks based on local data. Ms. Paul responded that yes, emissions factors may be input by vehicle type into the air quality postprocessor. After the final release of MOVES2009 in December, the individual nonattainment areas will be responsible for running new emissions factors based on local data coordinated with DEP and through their interagency process. The emissions factors output from MOVES based on these localized input parameters are then input into the air quality postprocessor in FSUTMS.
- Vidya Mysore noted that FDOT Central Office has been coordinating closely with DEP on the development of the air quality postprocessor and that this will help the new nonattainment areas implement the tool. He also spoke with Harry Gramling recently and based on Harry's past experience, he agreed that it was necessary to have a streamlined process and to coordinate with the other agencies early on as Central Office has done.
- Mike Escalante asked if the air quality postprocessor allowed model users to view emissions at the link level before and after a transportation improvement. Ms. Paul responded that since the emissions are appended for each pollutant in the output loaded network from the air quality postprocessor, users will be able to pinpoint the air quality impact of transportation improvements at the link level.
- Mike Escalante asked how the air quality postprocessor could be used for Long Range Transportation Plans (LRTPs). Vidya Mysore responded that planning applications of the air quality postprocessor should be discussed in a separate forum. However, it is anticipated that the air quality postprocessor will be used to compare emissions at the system level between alternatives.
- The question was asked as to whether the air quality postprocessor reflects the impact of ocean winds. Ms. Paul responded that the air quality postprocessor is for transportation sources only. Tom further responded that DEP is responsible for the air quality modeling for all sources, not just transportation. As a result, DEP's models will reflect the impact of ocean winds.
- Patricia Tice asked if the air quality postprocessor reflects cumulative emissions or concentrated emissions. Ms. Paul responded that the air quality postprocessor reflects daily emissions based on VMT in the model. The intention of the air quality postprocessor relative to greenhouse gas is to compare greenhouse gas emissions between alternatives.
- Please contact Diana Fields at FDOT Systems Planning for any questions related to the air quality postprocessor (Diana.Fields@dot.state.fl.us).

MTF Committee Structure

Danny Lamb, MTF Tri-Chair

- Danny Lamb noted that there are four committees (Model Advancement, Transit, Data, and GIS). Interested parties can participate as a "member" or as a "friend" of the committee. Members are expected to commit time to reviewing documents and participating in teleconferences. Friends of the committee are those that just want to be kept up to date on committee activities.
- The Committee Chairs will be reviewing the existing committee composition to determine if inactive members should be moved to "friend" status. Members were asked to notify Diana Fields at FDOT



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Systems Planning if they no longer want to participate as a full member (Diana.Fields@dot.state.fl.us). Those interested in joining a committee as a friend or member should also contact Diana Fields.

- Ad Hoc Committees have also been formed as follows:
 - Toll Modeling (subcommittee to Model Advancement Committee)
 - Time-of-day Modeling (subcommittee to Model Advancement Committee)
 - Land Use Modeling (subcommittee to Data Committee)
- Anyone interested in joining ad hoc committees should email Diana Fields at Diana.Fields@dot.state.fl.us.
- Mike Escalante asked if there had been any consideration for forming an ad hoc committee for air quality. Danny responded that the MTF did not feel it was necessary since so much progress has already been made and we have already been working with the appropriate agencies.

Responses to MTF Priorities

Fang Zhao, Toll Modeling Ad Hoc Committee Chair

- The new Toll Modeling Ad Hoc Committee met yesterday and Jim Fennessy gave presentation on advanced toll modeling.
- Given the interest in the State in evaluating transit and managed lanes, we need to make sure FSUTMS will be able to accommodate the testing of these projects.
- Dr. Zhao would like to convene the ad hoc committee in the next two weeks and have someone do a presentation on what has been done nationally.
- Dr. Zhao extended an invitation to people who want to join the ad hoc committee to email Dr. Zhao (zhaof@fiu.edu) or Krishnan Viswanathan (kviswanathan@camsys.com).
- Vidya Mysore noted that Jim Fennessy is being contracted with FDOT Central Office to begin the advanced toll modeling effort and thus, it is extremely important for the Model Task Force to agree on the scope as soon as possible. We need to know what we need in time for the next round of model updates. Vidya requested all comments as soon as possible as the ad hoc committee needs to finalize the scope no later than first week of December.
- Dan MacMurphy suggested extending an invitation to join the ad hoc committee to toll authorities throughout the state. Danny Lamb and Vidya Mysore agreed.

NHTS Update and Data Analysis Plans

Krishnan Viswanathan, Cambridge Systematics/FDOT Systems Planning

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- Discussion items
 - Jerry Graham asked what the finest level of detail would be available for the National Household Travel Survey (NHTS) data. Krishnan Viswanathan responded that point data at the household level would be available and can be aggregated to the traffic analysis zone (TAZ) level.
 - Roberto Miquel asked when the NHTS data would be made available by FHWA. Krishnan responded that it is now one month past due and he has not gotten a response back from FHWA as to when we should expect it. Danny Lamb further explained that FHWA is smoothing the data and thus, we would rather have it late and clean as opposed to getting it now but having to do a lot of cleaning of the data.
 - Mike Escalante asked if an additional tourist survey would be conducted. Danny noted that it will be up to the MPOs to collect that data.



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Land Use Modeling

Wade White, Whitehouse Group/FDOT Systems Planning

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- Discussion items
 - There was a comment that the land use models will assist policy-makers with making more informed decisions and that significant work has been conducted throughout the U.S., including Seattle. Wade White responded that the land use modeling scope includes learning from experiences in Florida and elsewhere. Wade has reviewed approximately 100 different land use models.
 - It was noted that we need to cast our net wider and look at all the options relative to software, including commercially available land use models that have done actual work for real projects, such as DRAM/EMPAL.
 - Mary Stallings noted that this is just the beginning and that there is a task work order set up to do the work. There will be additional meetings as part of the Land Use Ad Hoc Committee. Ms. Stallings asked that people that have been involved in land use modeling throughout the State or elsewhere should contact MTF to join or participate in the Land Use Modeling Ad Hoc Committee (subcommittee of the Data Committee). The Land Use Modeling Ad Hoc Committee currently has seven members with eight additional slots available, as well as the Ad Hoc Committee Chair seat available.
 - Dennis Hooker asked that we look at the land use model white papers that were done by FDOT five years ago so that we do not reinvent the wheel.
 - Jon Weiss noted that land use in the state of Florida is under the control of our local governments through their comprehensive plans. We should reach out to local governments to understand more about their planning processes relative to how they can amend their growth plans up to twice a year which results in a moving target for growth forecasts. Danny Lamb agreed that we need to include land use planners.

Time-of-Day Modeling

Siva Srinivasan, University of Florida/FDOT Systems Planning

- The new Time-of-Day Modeling Ad Hoc Committee met yesterday. It will serve as a subcommittee to the Model Advancement Committee.
- Dr. Srinivasan noted that a draft scope of work has been presented for comment.
- The draft scope of work includes two phases related to the development of time-of-day factors and the structure of the model.
- It was requested during the ad hoc committee panel discussion that time-of-day factors be developed quickly.
- The second phase of the scope includes model estimation. The logit models will predict the time-of-day sensitive to speeds.
- It will not be a single set of models or factors for the entire State; regional variations will be accommodated.

SHRP2-C10: Jacksonville; Partnership to Develop an Integrated Advanced Travel Demand Model and a Fine-Grained Time-Sensitive Network

Steve Andrie, Strategic Highway Research Program (SHRP)

- Steve Andrie stated that there are two SHRP research projects under way, one in California and one in Florida. The one in Florida is in Jacksonville with FDOT and the North Florida TPO as partners. It is currently in the second month of a 30-month process for the Jacksonville project.



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- Requests for Proposals (RFPs) will be coming out next year for addressing smart growth, as well as decision-making and ecological approaches to mitigation.
- The SHRP program is currently for three years ending in 2013. The new transportation bill will indicate if it will continue further.
- Once the Jacksonville project is further along, SHRP will conduct a seminar to demonstrate the Jacksonville model.
- It will be open source code with the hope that people can take the products and use for their own purposes. SHRP will see if there is any money to help implement any of these potential work products.

Stephen Lawe, Resource Systems Group, Inc.

- All PowerPoint presentations are now available online at www.fsutmsonline.net
 - The Jacksonville model will have enhanced policy sensitivities relative to traffic shifts by time-of-day, tolling and pricing impacts, travel time reliability effects, operations impacts, and travel demand management.
- Discussion items
 - Proposal is to not use the activity-based model side of TranSims and instead use DaySims.
 - Larry Foutz asked if the Jacksonville model would include an integrated highway and transit network. Steve Andrie responded that the Sacramento scope includes an integrated transit/highway model and they received an extra \$1 million to do it. However, it is not included in the Jacksonville scope as it is not an urban area where transit accounts for a major share of the travel.

2060 Florida Transportation Plan and Climate Change Issues

Huiwei Shen, FDOT Systems Planning, Office of Policy Planning

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- Discussion items
 - Regional public workshops are scheduled for June 2010.
 - Huiwei Shen asked the MTF to let her know of any data sources that the FDOT Office of Policy Planning needs to look in to.
 - Ms. Shen solicited suggestions for a new slogan for the 2060 Florida Transportation Plan (FTP).

MTF Administration

Recognition of Past and Present Members

The following people were recognized for their past contributions to the MTF:

- Paul Larson
- Jerry Faris
- Mike Neidhart
- Frank Baron
- Harry Gramling
- Huiwei Shen
- Ike Ubaka – Wade White asked that we put together a letter to his family recognizing his contribution to the MTF over the years.



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Future Leadership of the MTF

Danny Lamb, MTF Tri-Chair

- Frequency of MTF meetings
 - Andrew Tyrell requested the MTF meet every six months. However, Jeanette Berk cautioned that we not have a meeting every six months just to have a meeting and that we should focus on action items. Danny Lamb noted that with budget restrictions, we need a resolution by the MTF to assist with requesting our next in-person meeting (not necessarily the frequency, but just when the next meeting will be).
 - Jon Weiss asked if we have a purpose for having a meeting in six months. Danny responded that the MTF is kicking off several new scopes that will need to be reported on in six months to keep things moving forward. In addition, there is a benefit of face-to-face communication that we cannot always get out of teleconferences. We may not meet every six months, but our next meeting should probably be in approximately six months.
 - Andrew Tyrell moved to have another MTF meeting in six months; Mike Maholz seconded the motion; Unanimously approved.
- Voting Member Status
 - Voting members currently include one representative from each of the MPOs, DOT Districts, and FSUTMS users groups. The one exception is Regional Transportation Authorities that do the modeling themselves, such as in North Florida with the Jacksonville Transportation Authority (JTA).
 - If any other agency is interested in becoming a voting member, they should contact the MTF and it will be considered on a case-by-case basis.
 - Membership is made up of agencies, not individuals. If the representative cannot come to a meeting, please notify the MTF in writing so that we know who the official voting designee is.
- Tri-Chair Positions
 - Currently, the Tri-Chairs appoint the committee chairs who serve for three years. This will remain until someone proposes a resolution to change it.
 - The current Tri-Chairs have been in their positions for a long time and there is currently no term limit. The Tri-Chairs are proposing that starting at the next meeting, we will open up one of the Tri-Chair positions. Dennis Hooker has offered up his position and he can be renominated. The Tri-Chairs will serve for potentially five-year terms to coincide with the LRTP updates. Which Tri-Chair to replace, nominations, and term length will be opened up for discussion at the next full MTF meeting. Should a Tri-Chair resign, the MTF will hold a special election to fill the position until the end of the original term.
 - Jon Weiss noted that since Dennis Hooker represents Metroplan Orlando as an MPO, he wanted to make sure that at least one MPO is represented. Larry Foutz and Danny Lamb responded that it is a requirement to have at least one MPO and at least one DOT member represented.

Future of FSUTMS: A Long-Term Perspective

Introduction

Vidya Mysore, FDOT Systems Planning

- Vidya Mysore stated that a MTF Leadership meeting was held last year in December 2008 to discuss how to best use our resources for the MTF.
- The MTF is developing tools for the MPOs and Districts to use.
- The MTF needs to go beyond our immediate needs and also look at the long-term perspective.



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- We would like to focus on two parallel processes; our immediate short-term needs and our long-term needs.

A Long Term Perspective on Transportation Models and Software

Mike Clarke, Citilabs

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- Discussion items
 - Mike Escalante noted that in the more near term, we should probably look into activity-based models and behavioral issues, such as income. The lower income areas are typically more transit dependent and exhibit different travel patterns as such. Mike agreed and stated that income should be on the short-term list. Dennis Hooker shared that Orlando has added income back in to their model. The challenge is how to forecast income into the future. Orlando used property values and salary ranges by businesses from a proprietary database and developed a good correlation between property values and salary. This allowed the Orlando model to capture commuter rail trips when travelers will not choose to take the bus.
 - Jeanette Berk suggested modeling actual travel speed and moving away from area type and facility type.
 - The question of what studies are being done in other countries was asked. Mike responded that governmental control is implemented elsewhere enabling them to make things happen through policies, such as making land use denser around transit stations, etc.
 - Mike noted that the MTF should design the architecture for the long-term vision of FSUTMS based on the questions we think we may need to answer. We need to keep an open mind to these ideas.
 - Mary Stallings stated that the idea of a regional geodatabase and the MINT concept are very tangible and already out there but it has to come from the agencies. If there is a regional geodatabase out there that people have access to, people may not be able to access it as a result of firewall issues. This is something that can be done sooner rather than later.
 - Vidya Mysore stated that FDOT has requested Federal funds to help build a high speed rail system. However, the U.S. DOT Secretary is asking questions to Florida as to how we are going to build the feeder system to the rail. A special session is being held in December to address this. When this happens, modelers will not have time to figure it all out. We need to be proactive and start the blueprint for ten years from now instead of being reactive. We should start constructing the plan now so we do not have issues later like we do now trying to address rail. We need to approach the models from the bottom up to make sure we have the right data so that management can answer the questions from the top down. Brad Thoburn has committed to having someone present the FDOT Rail Plan to the MTF.
 - Krishnan Viswanathan noted that a lot is being asked of the models and we need good quality data to input into the models to be able to answer the questions of policy makers.
 - Lina Kulikowski stated that we have not heard about new ways of collecting data. For example, what about doing online surveys for external origin and destination surveys? What about using cell phones to capture origin, destination, and speeds? Mike responded that Austria collects their transit boardings and alightings using bluetooth technologies from their cell phones.
 - Fadi Nassar noted that there is inefficiency in signal timing in Florida, resulting in a need to have more people from County traffic engineering departments involved. Mike responded that Citilabs has been looking at that and it is being addressed in Cube Avenue and Sugar. He agreed that there is a need and that what we do in our planning models needs to be tied to operations. Dynamic traffic assignment and micro-simulation is likely part of the answer to this. Matrix estimation may be another issue that needs to be addressed. Shi-Chang Li



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shared that this coordination is already happening now in District 4 through Transportation Systems Management & Operations (TSM&O), which is an entire program bringing planning and operations together.

Meeting Adjourned at 4:38 PM