



Full Model Task Force Meeting

November 30 – December 2, 2010
Orlando, FL

MEETING NOTES

Toll Subcommittee Meeting

Introduction

Jack Klodzinski, Florida Turnpike

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- Jack Klodzinski gave an overview of the work done and indicated that the scripts developed could be used by other regions for their own analysis needs.
- Jack Klodzinski gave an overview of potential problem statements and model more than one toll option.
- Vladimir Majano mentioned that it might be better to continue and try to apply the methods developed to other models. The problem statements are a second best option.
- Larry Foutz felt that it is not appropriate to model investment grade due to lack of resources.
- Ken Kaltenbach mentioned that work done by the Turnpike was implemented into SERPM. Setup an experimental model in Olympus to determine optimal toll. The obvious problem was the running time but it was before some of the newer assignment techniques.
- Shi-Chiang Li mentioned that D6 is collecting data and observed that the I-95 O/D survey has information that can be used along with the Travel Time Value study done by Cambridge Systematics, Inc. I-95 express lanes extend from Miami-Dade to Broward and eventually to Palm Beach. The question being asked of planners is when is the right time to extend it? Their concern is the lack of usage during the peak hours that makes it not feasible to push it forward. It is important to consider the methodology to answer the questions asked of planners.
- Wilson Fernandez mentioned that there is a need to educate the public on the logic of pricing the managed lanes.
- Danny Lamb mentioned that the impact of congestion pricing is not only to use an alternate route but to also consider shifting in travel time. Need to be able to build it into our models. As more people use SunPass congestion pricing will have an impact since the costs are "invisible".
- Jack Klodzinski mentioned the review of SHRP2 C04 and looked at the impact of travel behavior on congestion pricing.
- Peter Vovsha mentioned that travel time reliability is as important as travel time value.

Time of Day Subcommittee Meeting

Krishnan Viswanathan, CS

- All PowerPoint presentations are now available online at www.fsutmsonline.net
- Krishnan Viswanathan provided an overview of the phase 1 effort
- Larry Foutz asked if the work can be implemented right away and Krishnan mentioned that time of day factors developed from the NHTS can be implemented right away
- Wade raised a question about the travel time ratio distribution and Krishnan mentioned that there was a need to dwell deeper into the data to figure out why the distribution was skewed for the last time period
- Peter Vovsha suggested using Ordered Generalized Extreme Value (OGEV) instead of multinomial logit for estimating the choice of arrival or departure.
- Steve Ruegg talked about the need to step back and determine goals and objectives before developing the scope for phase 2.



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