



# Full Model Task Force Meeting

March 5-7, 2012

Orlando, FL

## MEETING NOTES – March 5, 2012

### Meeting Objectives

#### *Tri-Chairs*

- All PowerPoint presentations are now available online at [www.fsutmsonline.net](http://www.fsutmsonline.net)
- Discussion items
  - Danny Lamb (FDOT D7) recapped the last meeting and laid out the agenda for this meeting.
  - Updates on progress with various activities going on with MTF.
  - Shi-Chiang Li (FDOT D4) is resigning and need to vote for a new tri-chair.
  - Nominations on Tuesday and voting on Wednesday. Opportunities for absentee ballots.
  - Larry Foutz (Miami-Dade MPO) mentioned that the position is an open position – either FDOT or MPO.

#### *Action Items*

- X

### FTA New Starts – Proposed Changes

#### *Diane Quigley, FDOT PTO*

- All PowerPoint presentations are now available online at [www.fsutmsonline.net](http://www.fsutmsonline.net)
- Discussion items
  - New FTA proposed rule making. Comments due by March 18.
  - Streamlines process.
  - More environmental assessment less user benefits.
  - FDOT staff should send comments to Diane Quigley (FDOT CO) or Ed Coven (FDOT CO).

### Transit Model Update Project

#### *Bill Davidson and Rosella Picado, PB Americas*

#### *Heejoo Ham, Citilabs*

- All PowerPoint presentations are now available online at [www.fsutmsonline.net](http://www.fsutmsonline.net)
- Discussion items
  - Significant improvements and success with FTA on transit modeling.
  - Updates other parts of FSUTMS and not only transit.
  - Combine workers/persons and auto ownership into car sufficiency.
  - Trip attraction model replaced by destination choice model conditional on trip distribution being replaced by destination choice model.
  - Need compelling reason why path weight more than 1.2.
  - Mike Escalante (Gainesville MPO) – In what context are the changes impacting the highway side. Scott Seeburger (FDOT D4) mentioned that it is an improvement. Bill Davidson (PB) – best practice guidelines for LRTPs and New Starts applications. For transit forecasting, the upper level models impact mode choice.
  - Danny Lamb (FDOT D7) – Walking away from the gravity model to destination choice and will have impacts on the highway side.
  - Bill Davidson (PB) – Input and output speeds will be consistent because of feedback
  - Scott Seeburger (FDOT D4) – Market segmentation and household attributes allow for a better distribution.
  - Bill Davidson (PB) – Gravity model does not capture how people make choices.



# Full Model Task Force Meeting Notes

March 5-7, 2012

- Sheldon Harrison (CS) asked what specifically about Tri-Rail creates difficulty for gravity models. Bill Davidson (PB) mentioned that very long trips and a gravity model discounts the fact that transit might be quicker. Logsum terms are very useful for measuring choices and mobility
- Larry Foutz (Miami-Dade MPO) – Entire state going to activity-based models (ABM) and all these improvements will help ABM and each recommendation is a major improvement and allow the migration to ABM and recommended that each district model move towards this framework.
- Wongoo Lee (JTA) wondered if there was a need to adopt all these improvements and changes the entire model structure and was still confused about the enhancements and suggested that maybe too much at this time.
- Danny Lamb (FDOT D7) – Wait to see what the resolution comes from this group. Right now tending towards adopting all these improvements.
- Scott Seeburger (FDOT D4) – Intended to standardize but in practice each urban area has its own nuances.
- Mike Escalante (Gainesville MPO) – Clarification regarding car sufficiency. How are carpoolers accounted in this setup? Bill Davidson (PB) – For zero car household there are limitations but for more than 0 cars, then you can use shared ride vs. drive alone.
- Mike Escalante (Gainesville MPO) – Wouldn't socioeconomic factors impact mode choice and how is the destination choice model dealing with parking costs and availability? Bill Davidson (PB) mentioned that logsum variables knows everything that is in the mode choice including parking costs & availability.
- Jeannette Berk (API) – There is a lot of information to digest. Cannot see how portions can be adopted and the Task Force should do an all or nothing approach to adopt the framework. Microcoding adds time to the transit trip but not to the highway side and there needs to be a better comparison between highway and transit times.
- Wilson Fernandez (Miami-Dade MPO) – Has the transit committee taken a position about the framework? Scott Seeburger (FDOT D4) mentioned that the full transit committee did not meet on this and has not been presented to the full transit committee.
- Wilson Fernandez (Miami-Dade MPO) – Adopting this framework should help towards moving into an ABM structure. Beneficial for all metro areas to look at TAZ structures and get away from percent walk and start developing a very refined TAZ level information and avoid going back to old methods. Wilson felt that the framework supports ABM development.
- Milton Locklear (North Florida TPO) – While this framework is useful do we have the resources to do this for all the models.
- Scott Leftwich (Leftwich Consulting) – FDOT D5 needs to know about availability of resources and whether the vote is needed today?
- Wade White (Whitehouse Group) – Everything looks pretty old. Not empirically based on behavior. Looks like the same stuff and does not look forward. Intermediate but not truly forward looking and look at the user rather than the mode.
- Paul Larsen (Palm Beach MPO) – It will be worth adopting a resolution that allows areas that have the resources to move forward with the new framework.
- Jeannette Berk (API) – Data is there and move to adopt the framework.
- Denise Bunnewith (North Florida TPO) – Models are not good enough to answer questions raised today by FHWA and FTA and need better tools.
- Sue Faulkner (Collier MPO) – Supportive of the idea to improve the model to support transit activities. Concerns about training, over time and ABM so is it the best use of state funds if the point is to migrate towards ABM.



# Full Model Task Force Meeting Notes

March 5-7, 2012

- Danny Lamb (FDOT D7) – Yes, we are looking towards moving to ABM but this is an interim step towards ABM.
- Betty McKee (FDOT D5) – what is the time frame towards this migration.
- Danny Lamb (FDOT D7) – If adopted, then the data, transit and model advancement (MAC) committees need to develop a schedule. Will not impact LRTP schedules for the next cycle of updates.
- Wilson Fernandez (Miami-Dade MPO) – The MAC and dynamic traffic assignment (DTA) subcommittee should look at how these changes can be brought to the highway side.
- Lois Bollenback (Volusia TPO) – What are the costs associated with adopting this framework?
- Scott Seeburger (FDOT D4) – Costs are not nominal but numbers are not available. As with most models it will be a stepwise process. Work within the committee and publish.
- Neelam Fatima (St. Lucie TPO) – What are the costs and why not resolve to move towards ABM and the costs might be smaller. Danny Lamb (FDOT D7) – not quite ready to adopt a ABM resolution but these steps will allow to improve the existing models and help move towards ABM.
- Ken Kaltenbach (The Corradino Group) – See the MTF move forward with this and lot of current standards are based on legacy software and not able to address policy questions that are being raised. No more difficult than existing models.
- Neelam Fatima (St. Lucie TPO) – Wanted more time to study the issues and allow for discussions.

## **Action Items**

- The MTF voted on the following resolution – *To take the recommended improvements and incorporate them into the standard FSUTMS and restructure FSUTMS to include these enhancements.* Jeanette Berk (API) proposed and Larry Foutz (Miami-Dade MPO) seconded. Results: All Voting members present except for Gary Kramer (West Florida RPC) voted yes.

## **Deriving Bus Travel Speed/Dwell Time Using Automatic Passenger Counter (APC) Data**

*Li Jin, KAI*

- All PowerPoint presentations are now available online at [www.fsutmsonline.net](http://www.fsutmsonline.net)
- Discussion items
  - Bus door opening and closing used to compute dwell times
  - Jeannette Berk (API) – Is the process automated?

## **Web-based Accessibility Toolkit for Transportation Planning**

*Howard Slavin, Caliper*

- All PowerPoint presentations are now available online at [www.fsutmsonline.net](http://www.fsutmsonline.net)
- Discussion items
  - Mike Escalante (Gainesville MPO) – Do you see it as a sketch planning tool?
  - Howard Slavin (Caliper) – Useful for discussion about smart growth. Zone to zone measurements not useful for walkability. Details of street pattern. Complement to travel demand models.

Meeting Adjourned at 5:30 PM