



Regional Transportation Technical Advisory Committee (RTTAC) Modeling Subcommittee

DRAFT Meeting Agenda

February 18, 2015 – 10:00 AM to 12:00 PM

Miami-Dade Metropolitan Planning Organization
9th Floor MPO Rear Conference Room
111 NW 1st Street, Suite 920
Miami, FL 33128

Conference Call Dial-In: +1-631-992-3444 Access Code: 6872854

- I. Call to Order**
- II. Introductions** (5 minutes)
- III. Approval of the November 19, 2014 Meeting Minutes** (5 minutes)
- IV. Mobility Performance Measures – FDOT District 4 and Central Office** (20 minutes – *Doug McLeod, FDOT Central Office; Jessica Josselyn, Jorge Barrios, and Zach Clark, Kittelson & Associates, Inc.*)
- V. SERPM Memorandum of Understanding** (20 minutes – *Wilson Fernandez, Miami-Dade MPO*)
 - A. Status
 - B. RTTAC-MS role/responsibilities
 - C. Schedule/Next steps
- VI. Regional Travel Survey** (20 minutes – *Wilson Fernandez, Miami-Dade MPO*)
 - A. Scope development
 - B. Schedule/Next steps
- VII. SERPM 7.0** (20 minutes – *Shi-Chiang Li, FDOT District 4*)
 - A. Update on activities
 - B. Release/Dissemination plan, procedures, and schedule
- VIII. FHWA Peer Review Update** (10 minutes – *Paul Flavien, Broward MPO*)

- IX. 2040 Regional Transportation Plan Update** (15 minutes -- *Jay Evans, Cambridge Systematics*)
 - A. Status report on overall modeling activities
 - B. Final round cost feasible scenario modeling
 - C. Calendar

- X. Next RTTAC MS Meeting** (5 minutes – *Shi-Chiang Li, FDOT District 4*)

- XI. Adjournment**



Regional Transportation Technical Advisory Committee (RTTAC) Modeling Subcommittee DRAFT Meeting Notes November 19, 2014

The following is a summary of the RTTAC Modeling Subcommittee (RTTAC-MS) meeting held on November 19th, 2014 at Palm Beach Metropolitan Planning Organization (MPO) Conference Room.

MEETING TIME AND LOCATION

Palm Beach Metropolitan Planning Organization
Vista Center - 2300 North Jog Road,
Traffic Engineering ITS Conference – 4th Floor - Room 4E-42
West Palm Beach, FL 33411

Conference call dial-in provided.

MEETING ATTENDEES Present and Via Phone (alphabetical order by agency/firm)

1. Buffy Sanders, Broward MPO, sanderb@browardmpo.org (via phone)
2. Paul Flavien, Broward MPO, flavienp@browardmpo.org (via phone)
3. Jay Evans, Cambridge Systematics, Inc., jevans@camsys.com
4. Quan Yuan, Cambridge Systematics, Inc., gyuan@camsys.com
5. Srin Varanasi, The Corradino Group, Inc., svaranasi@corradino.com
6. Aditya Katragadda, The Corradino Group, Inc., akatragsadda@corradino.com
7. Shi-Chiang Li, FDOT D4, shi-chiang.li@dot.state.fl.us
8. Hui Zhao, FDOT D4, hui.zhao@dot.state.fl.us
9. Jessica Josselyn, Kittelson Associates, Inc., jjosselyn@kittelson.com
10. Jitender Ramchandani, Jramcha@miamidade.gov
11. Wilson Fernandez, Miami-Dade MPO, wilson@miamidade.gov
12. Nellie Fernandez, Palm Beach MPO, nfernand@pbcgov.org
13. Nick Uhren, Palm Beach MPO, nuhren@palmbeachmpo.org
14. Vinod Sandanasamy, Palm Beach MPO, vsandana@palmbeachmpo.org

MEETING NOTES

Below is a summary of items discussed during the meeting in the actual occurring sequence.

I. Call to Order

Nellie Fernandez called the meeting to order at 10 a.m. .

II. Approval of August 20, 2014 Meeting Minutes

Nellie Fernandez made a motion for approval of the meeting minutes from August 20, 2014. The minutes were approved with no objection.

III. Introductions

All attendees introduced themselves, including the people attending via teleconference.

IV. SERPM 7.0**A. Updates on activities**

Shi-Chiang Li provided an update on the SERPM 7 development status. He expressed his thanks to all three MPOs for submitting the network project inputs and providing all the comments. Hui Zhao at FDOT D4 is coordinating with the MPOs and is in charge of the model modification implementation. Hui Zhao provided a timeline. The cost feasible networks were distributed to MPOs for review on October 26th, and both Miami-Dade and Palm Beach MPOs are providing their feedback in November. Shi-Chiang Li reminded Broward MPO to submit its LRTP plan. Hui Zhao asked for any additional feedback; otherwise, the network will be completed in one month to ensure the on-time release of the model. So far, the edits include interchange network coding refinements and address MPO comments. He doesn't expect these changes to cause a significant impact to the overall model output.

B. Dissemination plan and procedures / Next steps

Wilson Fernandez inquired as to the model release plan and process. The hope is to have a smooth transition from the trip-based model SERPM 6.5 to the activity-based model (ABM) SERPM 7. He suggested that information be prepared to address the period when both of these tools are being used. This information needs to address the policies of which model to use and how to phase in/out the old/new models during transitioning period. Various planning and project development and environment (PD&E) studies currently underway are moving forward and thus it is critical to clearly state the model requirements in the projects' scoping phases.

Wilson suggested that the RTTAC-MS should arrive at a consensus on the appropriate time to shift models. He expressed concern that some on-going projects have scope that refer to using the "most recent available model" and suggested that guidance be developed for appropriate tool usage, including for the specialized transit tool, SERPM 6.7. Jay Evans suggested that the choice of model version typically occurs at the time of project scoping or commencement. Shi-Chiang Li said that current model guidance could be reinforced at the user group meeting or could be posted online.

Shi-Chiang Li indicated that after the LRTP is adopted, SERPM 7 will be used as the official tool for planning purposes. FDOT computers are loaded with SERPM 7 and it is therefore readily available for consultant use if the model is needed in a project. So, for consultants doing planning and PD&E activities, FDOT has resources to support them. AECOM has had input to and is reviewing the transit component for SERPM 7.

Nick Uhren asked what socioeconomic data (SE data) is used for the base and forecasting year of the SERPM 6.7 tool. Shi-Chiang Li responded that the SERPM 6.7 SE data is updated routinely and the current base year is 2013 and current forecasting year is 2040. Nick Uhren inquired as to the availability of SERPM 6.7. Shi-Chiang Li responded that it was developed to address transit

corridor level studies and served as the tool for the Coastal Link study before. This primary purpose and focus on subarea calibration led its development to split away from SERPM 6.5. While SERPM 7 has been developed as a systemwide planning model, it is intended to support more refined transit modeling than SERPM 6.5.

Nick Uhren inquired further regarding the model adoption process. He expressed objection to the phrasing of the meeting notes for the prior RTTAC-MS meeting, stating that he would like the record to reflect that the Palm Beach MPO did not use SERPM 7 at all during its LRTP development. Therefore adoption of the Palm Beach MPO LRTP should not be construed to imply adoption of SERPM 7. Vinod Sandanasamy explained that among the reasons that SERPM 7 was not used in the Palm Beach MPO LRTP process was due to the model not being available for direct use in their analysis and due to the focus of the supplied RTP model runs on the planning horizon year (versus providing interim year forecasts).

Wilson Fernandez pointed out that SERPM 7 would still be used as the tool for measurement of effectiveness in the overall Regional Transportation Plan. Paul Flavien mentioned that Broward MPO has developed a data program for these measurements. It is expected the results would become available in the spring 2015 and his impression of using SERPM 7 in this evaluation program is positive thus far.

The proper usage of words among adoption, release, and revision when referring to the model versions was discussed. It was suggested that the adoption refers only to the LRTP and that the model version be phrased as a release and that revisions of the model may be made and released on a periodic basis.

Shi-Chiang Li, on being asked about SERPM 7 training opportunities, indicated that a refresher training workshop was planned in the spring 2015. He said that it is a challenging to conduct hands-on training for multiple users with SERPM 7 because it requires relatively powerful computer configurations to use and arranging for multiple-seat hands-on training is complicated logistically.

Nellie Fernandez asked if the training could perhaps borrow from the Olympus model experience, but Shi-Chiang Li expressed concern that the model complexity prevented a similar approach for SERPM 7. In the next Southeast Florida User Group Meeting, Hui Zhao will provide an overview of SERPM 7 to show the ABM's advantages. Nellie Fernandez also asked for the website status of updates and recommended a communication channel via the website so that user messages can be sent to FDOT. Hui Zhao confirmed that his email was posted and that updates reflect dates so that visitors can track changes.

V. Regional Model Development Memorandum of Understanding

A. Overview / Update

Wilson Fernandez updated the RTTAC-MS on the status of the model development memorandum of understanding (MOU), which addresses the 2015 Household Travel Survey, among other things. The MOU is drafted, but is awaiting review by each MPO board. Both Palm Beach MPO and Miami-Dade MPO will submit the MOU for their board review in December and Broward MPO board review is tentatively planned for February 2015.

B. RTTAC-MS role/Responsibilities

Under the MOU, the RTTAC-MS has designated roles and responsibilities, including continuing an active dialog regarding the future development of data and models for the region.

C. Data collection discussion / Next Steps

Wilson Fernandez presented a PowerPoint presentation covering the incorporated data collection activities. The PowerPoint slides are attached in Appendix A. He is seeking opinions from the RTTAC-MS group to move the process forward, including input to drafting the request for proposal (RFP) that is referenced in the MOU.

Background

The last household travel survey was conducted in 1999. It is old and does not cover all the information desired for updated models. During SERPM 7 development, many parameters were borrowed from other regions. Technology advances could allow better data collection compared with the previous survey.

Wilson outlined six major components of data collection for the 2015 Regional Travel Survey: household travel survey, freight movement survey, attitudinal/stated preference survey, visitor survey, distributional travel data, and workplace survey. Several of these were discussed during the meeting:

Household travel survey

The household travel survey would be targeted to collect both permanent and seasonal residents to feed model input classifications. Newer technologies could bring better data quality as well as lower cost per complete. Wilson Fernandez shared his opinions that a predefined sample size has both pros and cons. A sample size is good to serve as a guideline, but it diminished the potential of suppliers to provide extra samples. Therefore a minimum desired sample size would be indicated and the room for details expansion can be left to the consultants.

Freight movement survey

Broward MPO is the leading agency for freight movement survey. This survey is to understand the freight destination and distribution movements with commodity information. For instance, Miami is trying to understand the policies that can shift the truck movements in its area. In addition, incorporating the survey findings into SERPM 8 could enhance the tools usefulness in addressing similar studies in the future. Shi-Chiang Li added that FDOT Central Office had made some efforts to address freight data and that the Florida Statewide Model has a freight component. Vinod Sandanasamy thought a local level freight survey is preferred as supplementary information, but acknowledged that Central office had performed prior effort in this topic area.

Attitudinal / stated preference survey

The attitudinal / stated preference survey could be an add-on module to the household survey. Jay Evans suggested that this survey should draw from answers given by respondents in the household survey, so that the respondents would be presented with realistic context and choices.

Nick Uhren asked about the applicability of collecting experiences from other places where similar projects have been built; i.e., looking at revealed preferences where new modes actually have

been implemented versus collecting hypothetical responses. Wilson Fernandez agreed that this is a good point and that care needs to be taken in using this type of data. He noted that he has seen a desire by local decision makers to have actual response information from local surveys. There seemed to be general consensus that this would be a strategic add-on survey and that care should be taken to not spend extensive resources on it.

Distributional travel data

Shi-Chiang Li commented that Central Office has shared similar survey data, and Wilson Fernandez pointed out that similar to the freight survey, it is still preferred to have a local survey that addresses a smaller geographic level and answers questions that are of specific local interest. Furthermore, this survey instrument will be designed to feed into the SERPM model input formats. He also pointed out depending on the cost, funding resources can come from multiple channels.

Visitor Survey

Jay Evans shared his experiences that the D.C. area is exploring utilizing data derived from cellphone information to analyze visitor/tourist travel behavior. Such data is also being explored for use for special generator models. Broward MPO asked about distinguishing between part-time residents and visitors. Jay Evans suggested that the data provider could be engaged on what methodologies they may have to segment origin-destination data. Wilson Fernandez said that both freight data and tourist data can be retrieved at more aggregate level, potentially lowering the associated cost of acquisition, because these trips tend to tie around major attractions. Shi-Chiang Li said that depending on the definition of visitors, both former tourist surveys and the Greater Miami Visitor Bureau may also provide pertinent data.

VI. 2040 Regional Transportation Plan Modeling

A. Status report on overall modeling activities

Leading up to this RTTAC-MS meeting, a Revised Round 1 Cost Feasible run was completed. The revised run adjusted some transit mode code definitions and corrected the coding of Cost Feasible Tri-Rail service expansion. The most significant changes in output relative to the previous version of the Cost Feasible scenario, are observed in the Transit Ridership summary. The changes reported seem reasonable given the changes in the transit network. By mode class, the decrease in ridership appears commensurate with the service reductions. In brief, the results show a decrease in transit trips and transit ridership from the original Round 1 Cost Feasible run (expected given that the revised version reduced commuter rail transit route miles). The transit share in Miami-Dade decreased from 2.8% countywide to 2.4%. The transit share in Broward and Palm Beach decreased very slightly. A slight increase in VMT and VHT was as expected due to the transit service reductions. A slight increase in total person trips was explained by the higher number of stops in auto tours, compared to transit tours.

B. Final round cost feasible scenario modeling

i. Network Coding

Jay Evans and Jessica Josslyn will be collecting individual MPO final Cost Feasible project lists in the coming weeks. Network coding refinements will be made based on information received from MPOs.

ii. Model Runs

The final model runs will be completed prior to the next RTTAC-MS meeting and the output will be made available.

C. Calendar

The Broward MPO is expected to approve its final cost feasible plan in early December. The coding update, model run, and output reporting will thus be completed by late January, within 45 days of receipt of the cost feasible network information.

VII. Latest Schedules for 2040 RTP/LRTPs

The Broward MPO LRTP will be the last plan to be adopted, in early December. The 2040 RTP is anticipated to be moved towards completion in the first few months of 2015.

VIII. Next RTTAC MS Meeting / Future Schedule

The next meeting is scheduled for February 18th , 2015 at 10:00 a.m. at Miami-Dade MPO.

Wilson Fernandez discussed the potential need for meeting more frequently once the MOU activities are in full swing. There was not consensus at this time whether a project advisory committee, longer regular meetings, or a somewhat increased frequency (e.g., nine meetings per year) would work best. For now, a quarterly meeting calendar remains the assumption.

IX. Adjournment**Attachments:**

Appendix A. PowerPoint Presented for 2015 Regional Travel Survey

Appendix B. Sign-In Sheet

2015 Regional Travel Survey

Southeast Florida Transportation Council – Regional Modeling Subcommittee

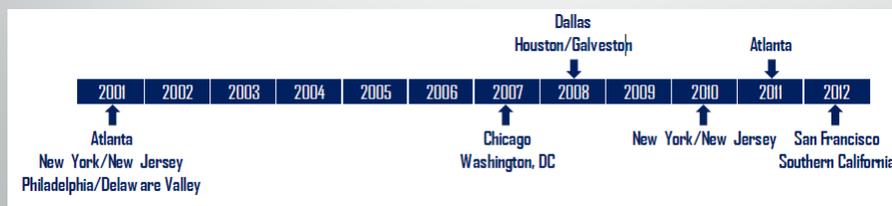
November 19, 2014

BACKGROUND

- 1999 FDOT Regional Travel Characteristics Study (SFRTCS)
 - Household Travel Survey
 - Systemwide Transit On-board Survey
 - Visitor Travel Survey
 - Truck Movements Survey
 - Workplace Survey
- Several agencies have recently completed Transit On-board Surveys
 - Miami-Dade MPO
 - South Florida Regional Transportation Authority
 - Broward County Transit
 - Palm Tran

NEED

- Development of SERPM 8 creates new opportunities and, new data needs
 - Absence of information about current household-level travel behavior
 - Lack of data on attitudes, travel preferences (e.g. mode), willingness to pay
 - Lack of data on impact of recent trends, travel demand management strategies, and technologies
 - Lack of data to take full advantage of new model capabilities (e.g. tour-based)



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REGIONAL MEMORANDUM OF UNDERSTANDING

- Development of a 5-year MOU to develop a “rules of the road”
 - October 2014 – MOU approved by SEFTC Board
 - December 2014 – MOU expected to be executed
- Immediate data collection needs per MOU Item 3.2.1
 - Miami-Dade MPO to take lead
 - Miami-Dade MPO to provide a draft scope of services by November 30, 2014
 - Miami-Dade MPO is evaluating different contracting mechanism to expedite data collection

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2015 REGIONAL TRAVEL SURVEY

■ Proposed major elements for discussion

- Household survey
- Freight movement survey
- Attitudinal / stated preference survey
- Visitor survey
- Distributional travel data
- Work Place Survey

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2015 REGIONAL TRAVEL SURVEY

■ Household survey

- Permanent residents and seasonal residents
 - Approach for survey of seasonal residents to be devised by the consultant
- Focus on hard to reach populations
 - Oversampling – transit user, toll-paying customer, park-and-ride transit users, renters, zero-car households, large households
- GPS subsample
- Potential use of personal cellular devices and data
 - Can potentially be a selection criteria

■ Freight movement survey

- Focus on commodities movement from major ports and freight hubs

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2015 REGIONAL TRAVEL SURVEY

■ Attitudinal / stated preference survey

- Focus on population in certain corridors / areas or the entire population
- Gain insights on transit and non-motorized improvements on different segment of population, such as the younger generation
- Identify travel flexibility
- Measure awareness (e.g. public transportation, travel demand strategies)
- Identify willingness / attitude to make changes
- Identify perceived value in travel time reliability and willingness to pay tolls
- Adaptation of new technologies (e.g., alternative energy)
- Substitution of trip making by telecommunication

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2015 REGIONAL TRAVEL SURVEY

■ Distributional travel data

- Origin-destination data
- Temporal and geographical components
- Trip chaining

2015 REGIONAL TRAVEL SURVEY

- Visitor survey
 - Data collection from hotels and seaports and airports
 - Trip Purpose (e.g. business, convention, tourists)
 - Duration of the stay
 - Logging (staying with family/friends or hotels)
 - Mode of transportation

Regional Transportation Technical Advisory Committee (RTTAC)
 Modeling Subcommittee
 November 19, 2014 Attendance Sign-in

Name	Agency	Phone	Email
Jessica Josselyn	Kittelsten + Associates	954-828-1730	josselyn@kittelsten.com
Wilson Fernandez	Miami-Dade MPO	(305) 375 1886	wfernandez@miamidadempo.org
JITENDER RAMCHANDANI	"	"	JRAMCHANDANI@MIAMIDADEMPO.ORG
Vinod Sandarasamy	Palm Beach MPO	561-478-5747	vsandana@pbeachmipo.org
Hui Zhao	FDOT D4	954- 777 -4635	hui.zhao@dot.state.fl.us
Shi-Chiang Li	FDOT D4	954-777-4653	shichiangli@dot.state.fl.us
ADITYA KATRAGADDA	THE CORRADINO GROUP	305-495-8941	AKATRAGADDA@corradinogroup.com
SRIN VRANASI	CORRADINO	954-777-0044	svraranasi@corradinogroup.com
Paul Flavien	Broward MPO	on phone	
Buffy Sanders	"	on phone	
Nick Urran	Palm Beach MPO	561-684-4170	nouran@palmbeachmipo.org
Nellie Fernandez	Palm Beach MPO	561-684-4170	nfernandez@palmbeachmipo.org
Jay Evans	Cambridge Systematics	301-347-0100	jevans@camsys.com
Quan Yuan	Cambridge Systematics Inc	954-331-6100	qyuan@camsys.com