



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Adrienne J. Tissier, Chair
San Mateo County

Amy Rein Worth, Vice Chair
Cities of Contra Costa County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dave Cortese
Santa Clara County

Bill Dodd
Napa County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Mark Green
Association of Bay Area Governments

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
Cities of Santa Clara County

Jake Mackenzie
Sonoma County and Cities

Kevin Mullin
Cities of San Mateo County

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Sperring
Solano County and Cities

Scott Wiener
San Francisco Mayor's Appointee

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

**MTC PLANNING COMMITTEE/ABAG ADMINISTRATIVE
COMMITTEE
September 14, 2012
MINUTES**

ATTENDANCE

Chair Sperring called the MTC Planning Committee meeting to order at 9:31 a.m. Planning Committee members in attendance were: Commissioners Giacopini, Green, Haggerty, Halsted, Liccardo, Mackenzie and Mullin. Commission Chair Tissier and Rein-Worth were present in their ex-officio voting member capacity. Other Commissioners present as ad hoc non-voting members of the Committee were Bates, Campos, Cortese, Dodd, and Wiener.

ABAG Administrative Committee members in attendance were: Directors Cortese, Gingles, Gioia, Green, Haggerty, Liccardo, Luce, Pierce, and Sperring.

CONSENT CALENDAR: a) Minutes of July 13, 2012

Commissioner Mackenzie moved approval of the Consent Calendar, Commissioner Halsted seconded. Motion passed unanimously.

**BRIEFING ON MODELING TECHNOLOGIES FOR PLAN BAY AREA –
TRAVEL MODEL ONE AND URBANSIM**

Mr. David Ory, MTC, presented an overview of Travel Model One, and Mr. Michael Reilly, ABAG, presented an overview of UrbanSim. They briefed the committee on how the models work, the sources of data used to inform the model specifications, and the manner in which the models will inform the draft EIR later this year. UrbanSim and Travel Model One work in an integrated manner to help staff examine the connections between transportation investments and land use patterns.

Committee comment:

- Supervisor Luce asked how staff decides on the types of families included in the simulation. Mr. Ory stated that when ABAG does their forecasts and, for example, one geography has 10 families, ABAG also forecasts other characteristics of these families, such as the age and income distributions. Mr. Luce asked if the model considers discretionary choices in the area and randomly selects one of those based on probability. Mr. Ory stated that the model examines the context in which the travel is occurring and examines nearby places where discretionary travel choices could be made. Mr. Luce asked how staff calibrates this. Mr. Ory stated that staff does a survey about every 10 years to understand how people travel, and then the models are informed by these data.

- Commissioner Haggerty asked staff how the model individually treats the urban/suburban and rural portions of nine Bay Area counties. Mr. Ory stated that staff goes to great lengths to not introduce any geographic biases into the model. He noted that in each of the models, staff compares their predictions to their observations, and adjusts as needed. Commissioner Haggerty suggested that staff keep the Committees updated as the modeling proceeds.
- Commissioner Mullin expressed his interest in how staff captures and projects the role of technology on commute patterns. Mr. Ory stated that staff bases assumptions on evidence of changes in commute patterns.
- Commissioner Liccardo commented that the transportation patterns are based on survey data. He asked whether staff validates that self-reported data. Mr. Ory stated that there is an entire industry trying to get that right. Staff trusts that the census is right in terms of accounting for everyone, so when certain people are less willing to fill out the survey, staff tries to account for that by saying that the respondents in those hard-to-reach populations represent more of the population than others, such as retired persons who are typically willing to fill out surveys. He noted that staff is working with the State on reaching the hard-to-reach populations, and lastly, some people volunteer to use a GPS keychain to collect data on their travel patterns.
- Commissioner Bates asked staff how accurate they have been in the past. Mr. Ory commented that their best way of knowing how they are doing is to forecast the past, and the current model now does a much better job at predicting the past and does so in such a way that it hopes to not bias predictions of the future.
- Commissioner Green commented on the sociological shift related to younger people driving less and taking transit more and suggested that staff start considering that in the model.
- Commissioner Spring asked staff if they can tell when the model is wrong, and how do they change the model. He also asked whether staff conducts geographical checks. Mr. Ory stated that staff uses data from 2010 to test the model and predict behavior, and that there are cases when results are wrong. Staff can then apply a bias constant to account for not understanding this behavior, but wanting to get it right. He noted staff can also determine that we don't understand the behavior, don't want to bias the model, and are willing to say "I'm wrong". Regarding the geographical check, Mr. Ory stated that they do a backcast to 2000, including consideration of roadway segments throughout the Bay Area.
- Commissioner Haggerty asked how the model will interact with counties that are not located within the study area. Mr. Ory commented that staff looks at historical trends of people traveling over the Altamont Pass. Staff has good census data about where people are going to work, and expects more people to continue coming over the Altamont Pass, and predicts where in the Bay Area they are going to go. Commissioner Haggerty stated that he would like to hear more from staff on how they are going to figure out a way to pay more attention to interregional travel, because it will have a strong impact on the rest of the model. Mr. Ory noted that staff can include San Joaquin County into future versions of the model.
- Councilmember Pierce expressed her concern with staff not understanding why BART ridership is increasing, and not sure how they are accounting for it or what they are going

to do about it, as well as not understanding MUNI ridership. She asked if this type of response is the same with all transit. Mr. Ory stated that the model has a good understanding of how many people ride BART, but BART has seen a lot of growth in the past three years. One of the questions BART has been asking MTC staff is if there is any insight as to why that may be so. When staff does their forecast out to 2035, we need to understand if this is a temporary spike in ridership or an enduring increase in ridership. If it's the latter, staff does have ways to make sure they get estimates of demand right. He also noted that the model tends to do better on other transit providers. Mr. Steve Heminger clarified that the demand models are primarily for comparing alternatives so the imperfections don't usually affect that comparison. They are generally not in search of the absolute number, and one exception to that is the greenhouse gas target. Mr. Heminger also commented on the suggestion of adjoining counties being included in the model. He stated that the nine Bay Area counties have ten adjoining counties. There may be a way that staff can take better account of those adjoining counties and will come back to the committee with some ideas about what it would cost.

- Commissioner Green commented on the PDAs and asked how much more interaction will there be with the developer community. Mr. Ken Kirkey stated that staff is just embarking on a study and analysis that builds upon the PDA assessment work, which looks at a subset of 20 PDAs that represent a range of place types, communities, stronger markets/weaker markets. Staff will be working with a small group of developers to look at the results and get their take. Staff will bring back the results of that analysis later in the year.
- Commissioner Bates asked if staff is looking at the volume of development applications submitted to local planning departments. Mr. Reilly stated that they have not looked at the activity level – but only looked at what gets built historically.
- Supervisor Luce asked to what degree the model factors in the global economic climate. Mr. Reilly said the rate of development is driven by the ABAG control totals, so the regional health of the economy is driven by ABAG's demographic and economic numbers.
- Commissioner Mackenzie asked if the model is capable of continuing to monitor what is happening in Sonoma County. Mr. Reilly stated that this model is brand new, so staff hopes to go back to 1945 and simulate through today to see how well this model performs in the Bay Area. Staff will report back.

OTHER BUSINESS/PUBLIC COMMENT

There being no other business, the meeting adjourned at 10:50 a.m. The Committee's next meeting is scheduled for Friday, October 12, 2012 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.