



February 3, 2014

Kimberly A. Kerr
Acting Community Development Agency Director
Community Development Agency
2850 Fairlane Court
Placerville, CA 95667

Dear Ms. Kerr:

This is in response to your letter of November 7, 2013 regarding the El Dorado County Travel Demand Model. We appreciated the collegial spirit in which your agency engaged with SACOG over the course of the EDCTDM development. SACOG's involvement over the course of the development has been: providing parcel-level base year and future year land use data; providing documentation, data files, and programs from SACOG's pre-2007 travel demand model, SACMET07; and periodic staff check-ins opportunities to review and comment on the project.

We understand that all of the base year data and other files provided by SACOG have been thoroughly reviewed and revised by your agency staff and your consultant for the project. The land use data was for all intents and purposes rebuilt entirely over the course of the project, and the future year land use data will be based on "achievable development" at "reasonably expected intensity" based on the County General Plan land use categories. Significant detail was added to the base year highway network and zone system, to allow for trip generation, distribution and assignment to be assessed for very small land areas. Also, the SACMET07 programs were revised to include a "5D's" post-processing adjustment, among other things.

We understand that the EDCTDM is intended primarily for County staff to analyze and forecast traffic for the County long-range transportation plan, the transportation improvement program, and other local studies. We appreciate that your agency understands that other travel demand models, such as SACOG's SACSIM regional travel demand model, are needed for planning studies and analyses which cover a larger area than the EDCTDM does, and that those models will be used for those studies and analyses instead of the EDCTDM. Good examples of such plans and studies are the Metropolitan Transportation Plan/Sustainable Community Strategy, and the emissions and air quality analysis which goes along with that. For all base year land use and network data for El Dorado County in SACOG models, we will continue to share and coordinate with your staff to ensure that the representation of the county in both models is consistent.

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Sacramento County
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Winters
Woodland
Yolo County
Yuba City
Yuba County

With all this in mind, we concur that:

- The EDCTDM conforms to state-of-practice in subarea travel demand modeling
- The EDCTDM model meets traffic assignment validation standards suggested by FHWA and Caltrans
- The EDCTDM is an appropriate tool for the County's intended purposes

This concurrence is based on the ongoing dialog we have had with County staff, and review of the published documentation.

We also firmly believe that all TDM's, including the EDCTDM, are not static, unchanging, fixed tools—they are not “set-it-and-forget-it” in any way. TDM's must be maintained, updated, and improved over time to remain useful and relevant planning tools. In that regard: One of the significant improvements of the current EDCTDM over the prior version was the inclusion of a “buffer area” to the west of El Dorado County, including Folsom and parts of Orangevale and Rancho Cordova. This buffer area allows for better modeling of the dynamic relationship between El Dorado County and areas outside the County. SACOG periodically updates both its base year and future year land use data, and hopes that those updates are incorporated into the buffer area over time. Additionally, because so much of the region is external to the EDCTDM, travel demands at the gateways (i.e. the edges of the model area) should be periodically updated, and we would like to be consulted when updates occur.

Sincerely



Mike McKeever
Chief Executive Officer

MM:BG:pm

S:/Projects 13-14/Long-RangeTranspoPlan/Ltr to Kimberly Kerr 2-3-14

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February 14, 2014

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El Dorado County Community Development Agency
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Dear Ms. Kerr:

Thank you for the opportunity to review and comment on the El Dorado County (County) Travel Demand Model Update. Caltrans appreciates the cooperative relationship that El Dorado County has extended throughout the update process.

Over the past year, we have been involved closely in the review process of the draft base year model. The County incorporated several suggestions made by Caltrans staff that included adding a peer review process for independent validation of the model and adding a "buffer area" to the west to allow for more dynamic modeling between the County and other areas outside of their boundaries. At this point in the process, Caltrans concurs that the model validation and calibration largely follows the standards suggested by the Federal Highway Administration Calibration and Adjustment of System Planning Models (1990) and the 2010 California Regional Transportation Plan (RTP) Guidelines, with the exception of the vehicle miles traveled (VMT) calculations, as described below.

Per the RTP Guidelines, the County is considered to be in group "E" for travel model requirements. Most of the requirements for this grouping have been followed. Requirement 10 states that VMT shall be used as part of the calibration tools for the travel demand model. The Highway Performance Monitoring System or locally developed counts may be used to develop VMT. However, the VMT calibration is not documented in any of the technical memorandums, therefore, we are unable to determine if this requirement has been met. In addition, Caltrans encourages the County to pursue RTP Guideline recommendations to develop formal microeconomic land use model and a tour/activity-based travel model in future updates of this model.

Again, thank you for your continued coordination with Caltrans throughout this iterative process. We understand that the County will continue to improve the model and address the comments documented in this letter in future updates. In the meantime, we look forward to the opportunity to review the final draft base year model and documentation that incorporates our

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comments sent on February 5, 2014, as well as the final draft future year model. In the meantime, if you have any questions, please contact Susan Zanchi, Chief, Office of Travel Forecasting and Modeling at (530) 741-4199 or via email at susan.zanchi@dot.ca.gov.

Sincerely,



JODY JONES
District Director

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