

# MEMORANDUM

TO: DCHC MPO Technical Committee

FROM: Doug Plachcinski, AICP, CFM, Executive Director

DATE: July 26, 2023

RE: **REGIONAL TRAVEL DEMAND MODEL TRMG2V1.3 ADOPTION**

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This memorandum provides a brief overview of the Regional Travel Demand Model and asks the TC to recommend TRM adoption to the MPO Policy Board.

## I. REGIONAL TRAVEL DEMAND MODELING

The Triangle Region's Travel Demand Forecasting Model serves several functions:

- A. It provides current-year and future-year estimates of regional travel on its road, non-motorized and transit systems. These travel estimates are used to gauge the performance of the region's Metropolitan Transportation Plan (MTP) and to estimate, with the aid of a mobile emissions model, the amount of air pollution caused by motor vehicles (e.g., cars, trucks, buses) using the region's surface transportation network.
- B. The region is designated by the U.S. Environmental Protection Agency (EPA) as a "attainment" area so the MPOs must conduct a short-form air quality conformity (AQC) analysis of both the MTP and the Transportation Improvement Program (TIP) whenever there is a major change to either of these planning documents.
- C. The TRM supports ongoing corridor and sub-area studies, which are typically performed by state or local partners often with consultant assistance.
- D. Lastly, the TRM is used to conduct scenario studies and to examine the mobility of various population segments.

At any given time, there are at least two regional travel demand models: one or more production-use models and one or more developmental models. The production-use models are the ones that are used in planning studies conducted by the MPO's and are made available to outside parties. The developmental models are the ones that are currently under development by staff and are generally not made available to outside parties since they are not yet considered a finished product.

**Staff asks that the TC recommend the MPO Board adopt TRM G2V1.3 as the MPO's official model.** The MPO Board Chair and TC Chair will both sign the attached resolution if approved.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

RESOLUTION ADOPTING THE TRIANGLE REGIONAL MODEL G2V1.3 AS THE OFFICIAL REGIONAL MODEL

WHEREAS, the Triangle Regional Model Executive Committee at its June 29, 2023 meeting voted to recommend adopting the Triangle Regional Model G2V1.3, and

WHEREAS, the Triangle Regional Model Protocol requires the official TRM to be adopted by the signatories to the agreement as needed for new versions of the model but not more than every six months; and,

WHEREAS, the signatories through their individual approval processes adopt the model by letter to the Triangle Regional Model Service Bureau; and,

WHEREAS, the DCHC MPO Board at its meeting on March 14, 2018 endorsed the TRM v6 as the current official model for urban travel demand forecasting to be used as appropriate as the basis for transportation studies and related analysis; and,

WHEREAS, the TRM G2V1.3 can be used as a principal highway, public transportation and non-motorized travel forecasting tool in the region for feasibility studies, alternatives analysis, project prioritization, long-range plans, discretionary and competitive grant programs (including federal New Starts and Small Starts) and all manner of transportation analysis.

BE IT THEREFORE RESOLVED, by the Board of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) that the Program Manager for the Triangle Regional Model Service Bureau proceed to use the TRM G2 V1.3 as a tool to provide the appropriate transportation analysis necessary for improving the region's transportation infrastructure and land use planning.

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Mayor Jenn Weaver

DCHCMPO Board Chair

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Nish Trivedi

MPO Technical Committee Chair