**Review of Caltran Report:**

**Supplemental information**: It is helpful to have zonal equivalence file (districts to TAZs) table as Appendix in addition to the two figures shown (also label the districts). The separate 40 zone TAZ file provided by Caltran doesn’t show district field, which is referred in the raw tables (Origin\_Zone Destination\_Zone).

**Airsage data**: Describe the Airsage data files:

1. What are the raw files.
2. How is this data collected and
3. What expansion factors are used to expand the records to OD flows.
4. Define the data fields in the raw data.
5. The Time\_of\_Day column gives the ODs by Peak and Off-Peak.
6. Explain what is visitor and resident and how it is determined.

**Questions:**

1. Add a few tables showing how many trips Airsage raw files provided by purpose, visitor and time of day.
2. How do these ODs compare to traffic counts on the facilities.
3. Off-Peak: Airsage provided 24H and AM, PM period data. Can’t off-peak trip tables be developed as 24H – (AM + PM) instead of using a factor from external count data. Where is the location of the external station counts and why only one is used? By doing so are there are loss of off-peak trips?
4. Redistribution of district flows to taz (Step 7): Why was “equal distribution” of trips to TAZs was assumed instead of using socio-economic data such as household, Vehicles, and Employment or even Worker for HBW?
5. “TAZ 462 in MDC is TAZ 3162 in SERPM”, why are there two zone systems used. Where is the zonal equivalency file to this and how do they related to Airsage districts.
6. Splitting HBO and NHB into other categories is not required as this data is used only for assignment. In case if the data need to be used for Modechoice then aggregating SERPM outputs is recommended as the trip length distribution of sub-purposes might be different and is hard to get from disaggregating.