**Proposed Changes to**

**MINIMUM TRAVEL DEMAND MODEL**

**CALIBRATION and VALIDATION GUIDELINES**

**FOR STATE OF TENNESSEE**

**UPDATED 2012**

Modify Standards to Acceptable vs. Preferable

On page 19 . . .

**Recommendations:**

For application in Tennessee, it is suggested the following tests be conducted:

1. Percent difference in value for screenlines *(Table 5)*
2. Percent difference in value for link volumes *(Table 5 – acceptable)*
3. Percent difference in volume by classification *(Table 6 – FHWA)*
4. ~~Correlate coefficient by link volumes~~ *Coefficient of Determination (Figure 2)*
5. Root mean square for link volumes *(Table 10 – acceptable)*

~~Where FHWA and Michigan criteria are provided it is suggested the FHWA criteria be selected.~~

Tennessee MPO’s and TPO’s in the preparation of their next long range plan are encouraged, where practical, to consider the following test which will be considered for inclusion in the future draft of the calibration/validation guidelines.

1. Modeled versus observed VMT by functional classification *(Table 9 – acceptable)*
2. Root mean square by functional classification (Table 11)
3. Peak hour validation targets
4. Sample size documentation

*If not specified, such as in Table 4 and Table 7, the acceptable standards are to be adopted.*