

NYBPM 2010 Base Update

By:
ALI Mohseni
NYBPM kick-off MEETING
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Organization of Project Tasks by Tracks

- Track A: Coordination, Integration and Final Reporting
 - Track B: Data Update & Development
 - Track C: Highway Network Conflation, Updates, and Refinement
 - Track D: Transit Network Integration, Updates, and Refinement
 - Track E: Improved NYBPM Procedures and Development
 - Track F: Calibration, Validation, and Model Delivery
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Major features and objectives

- ❑ Based on the latest NYBPM-2G with the new TransCAD 6.0 GUI by Caliper,
 - ❑ Incorporate the features implemented by PB for the PANYNJ's Trans-Hudson Travel Demand Forecasting Model (TH-TDFM), done on top of the TransCAD 5.0/CENTRAL 2005 NYBPM,
 - ❑ Include an improved conflation of the highway and transit networks to true geography, and the development of consistent other NYBPM GIS-based layers, including TAZs and walk networks
 - ❑ Incorporate NJTPA modeling data and networks for improved NJ representation, including identification of linkages for maintenance and future updates.
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Track A: Coordination, Integration and Final reporting

- Review TH-TDFM and Specify Update Approach
 - Coordination, Administration and meetings
 - Monthly status meeting
 - Agenda, meeting notes, Tech Memo
 - Basecamp for data cataloging and sharing
 - NYBPM 2010 Base Update Final report
 - Invoicing Terms
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Track B: Data Development and Updates

- Update of SED Zonal level
 - Base Year 2010
 - Future year -2040 with five-year intervals
 - Development an automated process to convert the SED forecasts at TAZ level into needed inputs for the NYBPM.
 - SED derived from NJTPA zonal forecasts shall be incorporated to NYBPM
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Data Development and Update

- Update Screenline Traffic Counts
 - Collection, assembly, reconciliation, and incorporation of existing traffic data into the updated NYBPM
 - Reconcile the 2005 and 2010 Screenline Database
 - Update NYBPM Screenline Database
 - Update Vehicle Classification Counts
 - Update Transit Counts
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Track C: Highway Network Conflation, Updates and Refinements

- Base Year highway network conflation, Corrections and Improvements
 - Update of highway network coding by NJTPA
 - Update of highway network coding by NYMTC
 - Corrections and improvements by Users
 - Update NYBPM Screenline Database
 - Update Bus Vehicles on the highway network
 - Update of Truck routes -28 County Regional network
 - Update NYBPM Costs Inputs, including tolls, to 2010
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Track D: Transit network Integration, updates and refinements

- Transit Network Update: rail service Update to current
 - Bus network and Service Update to Current
 - Update of Transit fares to 2010
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Track E: Improvement of NYBPM procedures

- Restructure/Modify Specified NYBPM Procedures
 - Trip tables by purpose in addition to the results by mode
 - Ability to run the MDSC by individual purpose or combinations of purposes
 - Ability to calibrate the model at a finer level
 - Development of scenario/file management system for transit coding
 - Incorporating the ITS project coding and highway scenario/file management system into NYBPM-2G
 - Review of FTA forecasting guideline to improve consistency and compatibility of the NYBPM with FTA new Starts program
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Improvement of NYBPM procedures

- Model Refinement: Update Truck and Commercial Vehicles model
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Track F: Calibration, Validation, and model delivery

- NYBPM re-calibration
 - Conduct base Year 2010 calibration tests
 - Trip Table evaluation
 - Initial Core Model Adjustments
 - Evaluation and adjustment the 2005 set of parameters
 - Re-Set Calibration Targets-2010
 - Assignment Tests
 - Model Results for Base Year 2010
 - Document and Archive NYBPM 2010 Updates
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Track F: Calibration, Validation, and model delivery (cont.)

- Model Delivery, Acceptance Testing and Reasonableness Checking
 - Develop a final testing plan for NYMTC staff
 - Set of complete set Base Year Run
 - Set of complete Future Year Run
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The End
